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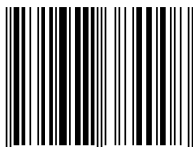
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I'm writing this editor's note, lying in a hospital bed, only just on my road to recovery after a not-so-spectacular crash. It happened at slow speed but unfortunately a storm water drain and a tree got in the way resulting in a few broken bones. What was spectacular about it was that I am probably the first man to have ever crashed an H2R, well in South Africa at least. Just for the record, not something I am proud of but you have to find the ironic humour in it or else you will go mad lying in this

place. In this issue we were supposed to feature the top end run of the H2R, which let me tell you, was nothing short of astounding. We have the results but obviously will only publish them next month as I was unable to write the story after sustaining a severe concussion and being drugged up on pain killers. Let me say this though, the bike did not disappoint and the speed we achieved was phenomenal! Likewise we have the results of the shoot-out between the GS and the KTM 1290 Adventures but again, my old head needs a bit more of a break before I can write that one too! We do, however, feature the SA launch on the new BMW S 1000 XR and Natalie tells me it is quite a bike. In this issue is also the full story on the Pirelli Bike of the Year which again I was supposed to

attend and couldn't so we will just have to trust the opinion of the other journo's, however, I am sure they will be right on the money!

In closing, be careful out there, it doesn't matter how good a rider you may be, sometimes things just do go wrong so be vigilant, always!

Take care until next time. ”

Clinton Pienaar Editor



SuperBike

OPEN IT UP!

The South African Team



SuperBike

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JOKE
of the month

If women ruled the world there would be no wars. Just a bunch of jealous countries not talking to each other.

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FRONT END

- NEWS
- NEW BIKES
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AFRICA TWIN SO GOOD

The “go anywhere” approach starts with the engine, which has to perform in off-road situations as well as on-road long-range touring, and all points in between. The CRF1000L Africa Twin’s 1000cc parallel twin power plant draws heavily on Honda’s off-road race experience in the form of the CRF250R/450R competition machines, and uses the same four-valve Unicam head design for compact overall dimensions. A lightweight cast camshaft - using the same materials as the CBR1000RR Fireblade - operates the valve train, and twin spark plugs fire the fuel/air mixture in each combustion chamber.

Strong and linear power and torque deliver instant response anywhere in the rev-range - accompanied by a satisfying, characterful deep growl as rpm rises. A 270°

phased crankshaft gives the power delivery a distinct character as well delivering excellent feel for rear wheel traction. Biaxial primary balance shafts cancel vibration.

The engine’s short height contributes to the CRF1000L Africa Twin’s excellent ground clearance - another prerequisite for a true adventure machine. It also uses clever packaging of componentry to both dynamic and aesthetic effect. The water pump is housed within the clutch casing, and the water and oil pumps are driven by a shared balancer shaft. Further reducing engine size is the lower crankcase design, which stores the oil and houses the pressure-fed pump.

The lightweight six-speed manual gearbox uses the same shift-cam design as found on the CRF250R/450R to ensure positive changes and is equipped with an assist slipper clutch.

For the CRF1000L Africa Twin’s chassis three key



attributes - highlights of the original XRV750 - were targeted: off-road performance, touring comfort and the everyday agility that makes for a great all-rounder or day-to-day commuter.

A steel semi-double cradle frame provides the perfect balance of high-speed stability - also while fully loaded - matched to genuine off-road ability, agility and sheer strength. Mass centralisation - with items like the battery packaged at the rear of the cylinder head - contributes to a low centre of gravity.

The long-travel Showa inverted forks are fully adjustable and feature dual radial-mount Nissin four-piston brake callipers and 310mm 'wave' style floating discs. The Showa rear

shock has hydraulic spring preload adjustment. Like the CRF450R Rally, the CRF1000L Africa Twin uses 21/18-inch front rear spoked wheels, wearing 90/90-21 and 150/70-18 tyres.

Following its design theme of "unlimited adventure", the Africa Twin is styled with minimum bodywork in a tough, lightweight form that offers both weather protection for the rider and a slim, agile feel. Dual headlights maintain the original's signature presence and the seat height adjusts 20mm to either 870mm or 850mm. A large 18.8-litre fuel tank - coupled with the engine's fuel efficiency - provides a range of up to 400km.



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BUYER OF ERIK BUELL RACING SPEAKS OUT, PLANS TO RESTART MOTORCYCLE PRODUCTION

Bruce Belfer, the New Jersey buyer of Erik Buell Racing's manufacturing operations, said his first order of business is to "turn the key and get the business back up and running" after Erik Buell Racing closed its doors in April and filed for receivership to clear up debt problems.

Belfer said he wants to bring back the manufacturing and those employees who want to return, including keeping Erik Buell as president. Belfer will become CEO.

"There's not a single piece of ma-

chinery that I don't have or can't buy," Belfer said of the purchase. "EBR is people, skilled people, craftsmen and innovators. That's what I was buying. Everything else I can buy at the store."

Belfer submitted an offer of \$2.25 million prior to the court-approved August 5th auction of Erik Buell Racing's manufacturing operations. No competing bids were made at that auction. Belfer listed two motivations behind the purchase, one being that he has been an avid biker his entire life.

"I've been a businessman almost as long," Belfer said. "The key to living a successful and gratifying life is to be able

A second motivation is related to the manufacturing industry.

"The United States has taken its manufacturing capacity for granted for a generation now and it suffers as a result," Belfer said. "If people like me don't do things like I did, it will continue to suffer."



CAYENNE LAUNCHES BYOSD (BUILD YOUR OWN SEA DOO), ANOTHER INDUSTRY FIRST FROM THE GROUP

Cayenne World was recently appointed as the BRP flagship dealer in Gauteng and has been quick to release their industry first specials such as their 3 year service plan and 4 year warranty. Now there is another industry first to add to the list from Cayenne World, the Cayenne BYOSD.

"The BYOSD stands for Build Your Own Sea Doo" said Craig Langton. "Every ski we sell is customised to suit the needs of our customer, ranging from

most popular seller, the new Sea Doo Spark, is sold including a colour custom kit designed to make you stand out from the crowd, if you can SEE it, we can DO it," said Langton.

"The 60 or 90hp engine is fine tuned to 100hp making the lightweight ski a force to be reckoned with. We even fit performance exhaust systems, making the ski's sound fantastic. If you are a true performance petrol head or enthusiast, and also



TRIUMPH PUTS BRAKES ON GUY MARTIN'S RECORD BID

Guy Martin's attempt to crack the Land Speed Record on a Triumph has been shelved until next year.

The TV star and roads racing ace suffered a high-speed crash at the Ulster Grand Prix recently, and broke vertebrae in his back and his sternum. He is not expected to race again this year and the record attempt has been postponed from the end of this month until 2016.

Guy was scheduled to tackle the record attempt, which currently stands at 376.363mph (605.698km/h), from August 23. The attempt has suffered previous setbacks due to riders being injured and the Salt Flats in America being unsafe for high speed runs.

The 2015 Triumph Rocket Streamliner features a carbon Kevlar monocoque construction with two turbocharged

Triumph Rocket III engines producing a combined 1000bhp at 9000rpm. The motorcycle is 25.5 feet long, 2 feet wide and 3 feet tall. Powered by methanol fuel, the bike will compete in the Division C (streamlined motorcycle) category.

Triumph have a long legacy of smashing the land speed record and held the title of 'World's Fastest Motorcycle' from 1955 to 1970 with the exception of a brief 33 day period. The record-breaking Triumph Streamliners which included: Devil's Arrow, Texas Cee-gar, Dudek Streamliner and Gyronaut

X1, the former achieving a top speed of 245.667mph (395.28km/h). Today's bar, held by Rocky Robinson since 2010 riding the Top Oil-Ack Attack streamliner, sits at 376.363mph (605.697km/h).

The attempt is now being moved to 2016 with a date yet to be officially announced by Triumph.



HUSQVARNA INTRODUCE NEW ERA MOTOCROSS MODELS

The new Husqvarna 2016 motocross line-up represents a revolutionary step forward. Beginning a new era, every detail

of this new from the ground up motocross range has been specifically designed to improve performance. Featuring massive weight savings, totally new bodywork, new engine design and new carbon fibre subframes, the 2016 motocross bikes embrace Husqvarna's rich racing heritage to ensure premium motorcycles with



state-of-the-art technology.

Presenting the all-new FC 450, FC 350 and FC 250 4-stroke models, plus the all-new TC 125 machine, Husqvarna Motorcycles offers a range of bikes that effortlessly

supports riders of all ages and abilities, in all situations. Husqvarna's six-strong MY16 model range ensures racers and riders alike have the perfect machinery to achieve their goals.



RECALL OF KTM 1290 SUPER DUKE R

KTM recalls 1290 Super Duke R models of model year 2014 in order to have the fuel tank checked and sealed at authorised KTM dealers.

During routine testing of the fuel system, KTM discovered deviations in the manufacturing process of the supplier which can lead to fuel leaking. Therefore, it cannot be ruled out, that the internal overflow pipe, which is secured on the inside of the tank by two threaded inserts, in some fuel tanks may not be completely enclosed by plastic. These gaps in the plastic sheathing can result in fuel penetrating the threaded inserts, which can lead to fuel leaking in small quantities.

The supplier already changed

its manufacturing procedure during production in 2014.

All owners of affected and already delivered vehicles will be informed in writing by KTM. More information or the information whether the respective motorcycle is affected by the recall can be gathered at the KTM dealers.

The sealing of the fuel tank can only be reviewed by an authorised and qualified KTM dealer. This guaranteeing is free of charge.



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NEW TRIUMPH TIGER SPORT 1050?

Triumph appear to be on the warpath when it comes to revamping their range and the Tiger Sport 1050 will also benefit from upgrades.

Since Triumph canned their 250cc project to concentrate on the big bikes that have rebuilt the firm's fortunes under John Bloor's ownership, the rate of redevelopment has been rampant.

While the British firm's 2016 offerings are expected to be limited to the restyled and technologically reworked Speed Triple 1050, over the next 12 to 18 months they're set to unveil a mass of new machines – including an extensive all-new Bonneville family, revamped Tiger Explorer and 800cc versions of the Daytona and Street Triple.

The 2017-spec Tiger Sport is modified

to ensure it will meet new European regulations, which will force all bikes sold new after January 1, 2017 to be 'Euro 4' compliant for clean exhaust emissions, a host of smaller regulatory tweaks, and mandatory ABS brakes (newly-designed models have to comply a year earlier, from January 1, 2016).



The Tiger Sport changes are clearly focussed on the exhaust emissions element of the new regulations, and to

achieve them it's adopting the same upgraded version of the 1050cc triple that will go into the revised Speed Triple. Visually, the motor is familiar apart from a new clutch cover. Internally, the changes are believed to include an electronic throttle and potential changes to the cams, valves and combustion chamber architecture.

The exhaust is also revised, with the catalytic converter moved forward, nearer the headers where it will get up to operating temperature more quickly. A new alloy heat shield sits beneath the cat, and the final bike will also get a small bellypan.

From a rider's perspective, the changes are likely to be very noticeable thanks to the addition of multiple riding modes and traction control – something that the new electronic throttle makes far easier to implement. Despite being a 2017 model, we expect Triumph to introduce the Tiger upgrades by the middle of 2016.

BORN TOMORROW

The XSR700 makes a serious statement. Designed to take a timeless feel built on historical icons, matched with tomorrow's technology for a pure, entertaining riding experience. With deep torque and

a super agile chassis, it's for those who appreciate heritage and love to ride.

The cutting edge 689cc inline 2-cylinder engine features the special 'cross-plane philosophy' enabling it to develop linear torque for outstanding acceleration. The retro styled XSR700 also ben-

efits from a tight and lightweight chassis for outstanding agility and handling.

The XSR700 takes the best of design from Yamaha's history in homage to the past but is very much the motorcycle of tomorrow.

Will it come to SA? We sure hope so.



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FOR THE RIDE



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2015
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675R

R110 500

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Write to... CONTACT PATCH SuperBike Magazine, Email: natalie@superbikemag.co.za

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WHY SCRAMBLER?

Hi Natalie

First of all, thanks for the comfy it will come in handy when I win the Honda MSX125 (here's to hoping and I'm crossing fingers and toes). After checking out the comfy I duly opened the complimentary magazine and, after reading it from cover to cover (coffee pit stops included) I just wanted to ask, why the word Scrambler? I am a 70s laaitie and I got to know an MX boney is for MX tracks and a scrambler/enduro boney is for dirt roads and riding through the bush as well as some tar. All 2 strokes and the odd 4 thrown in. Why call the new bikes scramblers? I feel that they are more on the lines of the cafe racers and aside from the fat rubber I still don't know if they will handle our South African bush/ dirt roads. Heck even the word street fighter for a boney that has no fairings, i.e. Triumph Street Triple? In the old days a CB750F was just a motorbike why now do they call it a street fighter? Sorry for the rambling on, it's my age you know. Here is to waiting in anticipation.

Shane Petzer

Hi Shane

Thought I would hand this over to Arnold from Triumph. He is a clever guy.

Natalie

So – Scrambler. The term comes from before the 70s when blokes (in the UK) converted their conventional looking bikes to off-road machines, by fitting more off-road type tyres and upswept exhausts. They then scrambled around in the fields. This later turned into competitive events such as ISDT (International Six Day Trials). Steve McQueen was a regular competitor riding for the USA. This is why a Triumph Scrambler looks more like a normal bike than the "scramblers" from the seventies and eighties.

Then – Street Fighter as opposed to just motorcycle. From the mid-eighties onwards, the Japanese superbikes (normally 750cc) starting appearing with full fairings, and often twin headlights. Think GSX-R750 pre-sling, etc.. So when these guys crashed and discovered they were not insured, the fix would be to dump

IN ASSOCIATION WITH



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Why HJC?

Because Jorge Lorenzo says so.



the fairing and fit motocross type handle bars. The single or twin headlights would then stick out the front all by itself and the whole appearance was quite strange. A cult developed around these bikes and they became known as "street fighters". Whole magazines were devoted to this new custom style. Triumph saw an opportunity in the market and produced the first production "street fighter", namely the Speed Triple 900 in 1997. Originally with a single headlight then and now with the familiar twin headlight set-up in 955 guise until engine capacity rose to the present 1050cc. The Street Triple 675 followed, and eventually a number of other manufacturers followed suit. Because of styling changes over time, the modern street fighters no longer appear as replicas of the original street fighters, but have a more retro look about them.

Arnold Olivier

ENTRY LEVEL, WHAT ENTRY LEVEL?

Hi Clint, Natalie and team

It seems that the youngsters are simply not interested in bikes anymore. The truth is, as a kid in school it's a tad pointless to dream about something that will not happen. Yes we have epic little bikes, the CBR125 at R43,990, the KTM RC125 at R48,999 and the Duke 125 which costs R44,999 but they are simply too expensive for parents to buy.

Realistically there are only two little bikes with a badge that parents can afford, the Honda XR125L at a very reasonable R20,990 and the good looking XR150L at R23,490.

There is not a single magazine that runs any articles or any cool stuff for younger readers, yet all will say they have tested small bikes like the RC390, R3, 250R and 300R Kawa, etc. Yes, but those are only relevant to a small selection of kids

who can afford R50,000 for a bike while most will sensibly buy a used car for that amount of money. How about an article on the XR125, or even best used buys and what is available in the market. And how about views of youngsters, the kinds of kids the motorcycle industry needs to attract. I believe more people leave the bike world rather than join it due to financial reasons. Yes the bike world offers epic products but never invests in great basic biking. I bet you the new R1 will be almost exclusive and not as mainstream as it used to be. And no other bike fills the gap (for now) between the R119,000 YZF R6 and the expensive R230,000 YZF R1. So will Yamaha lose some superbike riders due to this? Hell yes and the same applies to the small bikes for teenagers and youngsters. Interesting to note is that among the scooters at our local schools is that you do find XR125 Hondas, and that on its own should say something.

In short I'd like to stress the importance of young riders. They are the future buyers of the bigger bikes and the industry like the media that comes with it. An overnight investment it will not be, but we should start investing in the future of the bikes which are dwindling. I know space in a magazine is a problem at the best of times, but you guys can start to take the lead via Facebook and other social media, which youngsters use more anyway. Get kids with bikes to write something about their bikes, and they will be followed by the next. The key to success for manufacturers lies not only in speed and capability and KTM shows this rather nicely with their views. And to highlight this is the fact that KTM is the most successful motorcycle manufacturer in the EU zone at the moment. Ask yourself this, who has the smallest bikes on offer as an EU manufacturer? KTM...

Today I own many different bikes but only because I started back in school on a Yamaha DT50.

Daniel Harry



HJC: #1 IN THE WORLD

Hi Daniel

You raise a point we have discussed at all levels within the biking world. We are not getting new blood into it and the bike buyer just gets older every year. Manufacturers are trying to counter this with new smaller models but you are right, they are still out of reach of most.

I'm going to be shot down now by the youngsters but I've never agreed with the lifting of the 50cc to 125cc limit for 16 year olds. 125cc bikes are simply too fast for someone introduced to the public road network. You do not have the necessary foresight (called experience in other words) and anticipation. The 50cc gave you a little more time to react and, yes, it was cheaper. You've got me thinking of my teenage years and I miss the sound of a little 50cc two stroke at max revs late at night in Klerksdorp. Man did we have fun which the kids nowadays are missing out on.

I've got to tell you though that maybe nowadays we have a lot of other things taking our money like cell phones, e-Tolls and the like but, in 1986, my Dad bought me a brand new Honda MBX50 when I turned 16. It was the equivalent of a full month's earnings for him then as the workshop manager for Toyota. I'd guess that most dads with teenage sons now are probably earning each month what a small bike costs so comparing the times maybe biking has not gone that far out of kilter.

There is something different about the youngsters today and the need for independence is not like it used to be and that is the problem. In my day, that was my ticket to go out, my only option, and the first Wednesday after turning 16, there I was ready to write my test and I knew my stuff 100%, unlike my school work.

Your suggestion of making a XR125L a cool bike is maybe hoping for a bit much. Practical - yes, good on fuel - yes, but cool - definitely not! Perhaps it would be if they advertised it with a Scope model seated on it (remember that magazine, same era) but, even now, with a straight swap, I'd rather have my MBX back. Now that bike was cool!

Look out for a feature soon where we are going to showcase a shop called Bike Craft that restores all those old little bikes to their former glory. You won't believe what they are doing to my little 70cc Dax.

Clinton

▶ ISLE OF MAN RACES

Hi SuperBike

Every year this proves to be an awesome event! These riders have soccer sized balls because the speed of the bikes through the villages and the lack of "run-off" areas or the lack of any room for any rider error just astounds me.

It is great to see so many different makes of bikes; Kawasaki, Honda, Yamaha and BMW seem to be the leaders, but why are there so few Ducatis and Aprilias? And shouldn't the MV also not be competitive? From all the write-ups and articles, surely the Ducati Panigali 1299 S and the R will be competitive in power and handling but I just don't seem to recall seeing any of those makes. Do you know of any reasons, as I know you are a serious Ducati fan?

Frank Perold

Hi Frank

You are right, I am a serious Ducati fan. Just look at them, they are art forms and not just motorcycles. You ask a valid question but if you look through the whole line-up of all the bikes competing you will see many of the bikes you mention taking part. Maybe not by the top teams but that is more for the reason that the factories normally do not get involved directly with road racing but normally do it through tuning shops. Last year, BMW with Michael Dunlop was a bit of an exception but, again, they did it through Hawk Racing who had had everything the factory had at their disposal. The Norton racing around every year is actually a V4 Aprilia engined Norton and MV put a serious challenge in two years ago with Gary Johnson. So they do compete but, for now, there is no team taking on any of these brands as the bike they are putting forward to race. Hopefully in the near future we will see a Ducati on the top step of the podium.

Clinton

▶ TO DO OR NOT TO DO?

Dear Clinton

Trust you are doing well. Sorry you missed the Isle of Man and after reading how bad you felt for missing it, it has definitely moved up on my bucket list.

I was fortunate to go to Mpumalanga for the Suzuki Weekend getaway. I enjoyed the roads as well as the scenery but at one stage I was actually praying for a piece of straight road. The corners are endless and also intimidating. Coming from Bloemfontein I was not used to corner after corner and started struggling a bit so I definitely need to get fit.

My question would be the following: Riding from Johannesburg to Nelspruit you encounter quite a few toll gates,

which are quite expensive. Do we as bikers pay the toll or not? At each toll gate, I saw bikers skip the toll gates without paying. Now I do not want to justify toll gates or not, although I do believe a car pays less than a truck so should a bike pay less than a car? To me it felt I would be tarnishing the image of bikers by skipping the toll gates and therein lies my real dilemma. I believe that we as bikers have an image to uphold (a good one). Would I detract from the bikers' image by not paying or can I justify myself for arguing that the rates are wrong for bikes? I know bikers have tried to bring down prices but this is more a moral question than fighting the system.

I also saw you mentioned in the previous magazine that the track is the only place to learn to ride corners. I learned on track to lean off the bike but was told by some experienced riders you do not need to get off the bike for the corners in Mpumalanga. Now I am confused. Get off or only anti-steer?

Jacques Jordaan

Hi Jacques

Put the Isle of Man trip high up on your bucket list, I can promise you that you will leave that place breathless.

Mpumalanga has been the hang out for all Gauteng bikers for years; even the Paradise Rally is hosted there yearly and is aptly named.

Toll gates are a sensitive issue, just look at the BAT (Bikers Against Tolls) article in the August issue. In the end, I'm not paying my e-Tolls at the moment as I feel it's unfair because there are no alternatives. I run a monthly private day at Red Star and if I choose not to use the highway it would take me three hours to get there, so what kind of alternative is that? At least on all the other national roads you have a real alternative if you choose not to use the toll road. I've heard of some bikers who only pay at every second gate but that is against the law. How's this for being fair? I have an eight bike trailer, which we tow behind my three ton truck which takes two bikes. I pay the same for this as what a 200cc bike would, so how do they justify that?

In terms of your leaning off the bike, the modern way because of advances in tyre technology is to climb off the bike regardless of whether you are on a track or the road, however, on the Isle of Man because it's so bumpy most of the time, guys tend to stay more on the bike to maintain more control of the bike bouncing around. Bottom line, if you feel more comfortable climbing off the bike a little, then just do it. I climb off less on the road than on the track but that is more a product of me going a little slower. Come do a day with us, you'll love it. Bet you you'd be a bit quicker at the end of the day, there is always something to learn.

Clinton

for a list of dealers please visit
www.autocyclecentre.co.za



SUPERSTUFF

FORMA TERRA BOOTS

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New to Forma's range of off-road boots, the Terra is perfect for those who like adventure riding, but want a little more protection. Extra protection includes TPU ankle shields, ISS (incorporated steel shank), a PU external shin, ankle and foot protection and Polyurethane nylon reinforcements. Also comes with optional stainless steel toe caps (not fitted).

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○ Contact - Tasha at Johannesburg 011 91 or tasha@ducati.co.za



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○ Contact - XKulcha on 011 49 for a dealer near you.



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DASH CAM 20 (WITH GPS) R2,999.00

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○ Contact - Michelle on 011 251 9964 for a dealer near you.

New products of the month **SUPERSTUFF**

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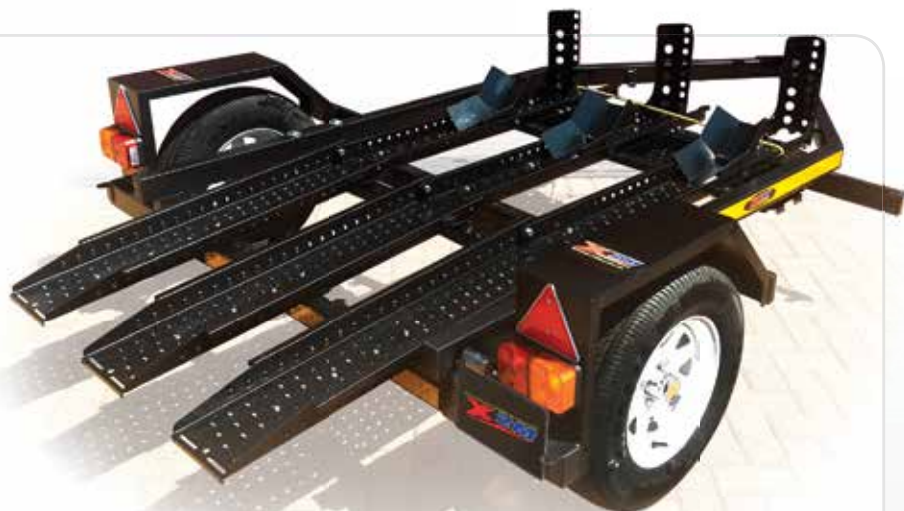
PRICE: FROM R13,999.00

The well known X2M brand of space saver trailers, will now be sold as a Compact Trailer (Pty) Ltd brand.

The trailer is still a light weight (170kg) good quality two bike trailer with three channels, yet very strong (560kg load) and is powder-coated or galvanised. This trailer also guarantees one person loading with low loading and front wheel chocks as standard.

The trailer can also be stored upright in only 30 seconds.

○ **Contact - Martin on 082 552 6612 or email martin@compacttrailers.co.za**



ARAI TOUR-X4 HELMET

PRICE: R9,495.00

The Arai Tour-X4 has a complete new outer shell. Redesigned to be tougher, stronger and stiffer than ever. As the Tour-X4 helmet may be used under extreme conditions, the ventilation system has been redeveloped for maximum efficiency.

The new Facial Contour System (FCS) offers more support and comfort to the lower jaw and creates a tighter fit. For an even better personal fit, there is a removable 5mm surface foam layer on the cheek pads and temple pad from the headliner.

Wear the Tour-X4 with or without peak, with or without visor and combinations of these two. The large visor opening offers plenty of room for motocross-style goggles when riding without visor. Available in XS-2X.

○ **Contact - Bikewise on 011 566 0333 for a dealer near you.**



SCORPIO TRAIL II

PRICE: FROM R3,495.00

The new Scorpion Trail II is the synthesis of the meeting of two worlds; the field of off-road competition and the long distance road trip. Designed for the most demanding motorcyclists, it features key points of excellence; high mileage, consistency of performance for its entire tyre life and top notch wet behaviour.

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○ **Contact - Bikewise on 011 566 0333 for a dealer near you.**



YOSHIMURA ALPHA EXHAUST SYSTEM

PRICE: VARIOUS

TD Agencies have a range of products available to enhance the look and performance of the new 2015 Yamaha R1. These include Yoshimura's all new Alpha exhaust system available in a ¾ system in titanium or stainless steel with carbon or stainless sleeve or a slip-on system with a carbon or stainless sleeve.

○ **Contact - TD Agencies on 011 839 1600 for a dealer near you.**



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What's more, it's also much less prone to buffeting from side winds.

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ALL GOOD THINGS COME IN

FOURS

The great German company has done it yet again. After the success of the S 1000 RR, HP4 and the naked S 1000 R, BMW has taken its straight four cylinder engine yet again and inserted it into the S 1000 XR which has aptly been named an adventure sport motorcycle.

Words: Natalie Brits Pics: BMW Press

And why name it an adventure sport? Personally I think that if you parked the S 1000 RR alongside the Multistrada 1200 you would have your answer. At first glance this bike seems to be a combination of the two, but the real proof would be in the riding and so we were invited down to KZN by BMW South Africa to test the theory.

First off, I have to tell you, this bike is fast, very fast and the engine is a major reason for that. As you'd expect, it's every bit as good as it is in the S 1000 R because this is where it is derived from. It has an output of 118 kW at 11,000 rpm and generates maximum torque of 112Nm at 9,250 rpm making it powerful and revvy enough to give exhilarating, shoulder-wrenching acceleration every time you twist the throttle. It's also immaculately fuelled, extremely smooth – with just a slight four-cylinder tingle up near the 11,000rpm red line – and flexible enough to make the XR easy and even relaxing to ride.

Well, maybe not quite relaxing because it is so fast that you are tempted to open the throttle far more often than you should. The XR is happy to howl to 200km/h in seconds, with plenty more to come to a top speed of about 270km/h. Personally I only saw just over 200km/h on the clock but there were various other journos on the launch that saw closer to the top speed. There's also a fantastic midrange punch from 7,000rpm until

the adjustable shift light starts flashing. And while the four doesn't have quite the low-rev heft of some engines, it pulls very cleanly from well below 4,000rpm in the lower gears, and is equally rider-friendly whether you're trickling through town or gassing it out of a hairpin in the country as we were on the launch.

Worth mentioning, when you are talking about addiction here, is that the XR is fitted with the Gear Shift Assist. The shifter works flawlessly both up and down the box, allowing rapid changes on the way up, and even more enjoyable and effortless down-shifts that are accompanied by a blip of the pleasingly throaty exhaust. And even though, because of the torque, gear changes are not necessary all that often, I found myself shifting regularly to feed my addiction.

Standard features include: "Rain" and "Road" modes, ASC and Riding Modes Pro including Dynamic Traction Control (DTC) and ABS Pro which are easily selected. In "Road" mode, the control systems are set to provide an optimum balance of performance and comfort on dry roads. Throttle response is direct and front-wheel lift detection is activated to suppress wheelies in this mode.

In "Rain" mode, on the other hand, the bike is set up for road conditions offering low grip. Consequently, throttle response becomes gentler with this mode activated and the front wheel is again prevented from lifting

up when accelerating.

The new S 1000 XR also comes standard with Riding Mode Pro that offers two additional riding modes – “Dynamic” and “Dynamic Pro”. Riding Modes Pro also includes Dynamic Traction Control (DTC) instead of the standard ASC system. By using a sensor box with banking detection, this particular form of traction control reacts with yet greater sensitivity to let the rider accelerate even more safely, especially when in a banked position.

The chassis of the new S 1000 XR adventure sportbike is every bit as impressive as the ferocious power delivery of the four-in-line engine. Based on this model series’ existing design, it employs an aluminium-alloy perimeter frame in which the engine forms part of the load-bearing structure. Wheel suspension at the front and rear is handled by an adjustable upside-down fork and a double-sided swing arm with adjustable central spring strut respectively. The chassis geometry has been completely redefined in order to cater to the specific requirements of the XR. Fitted with the electronically controlled suspension system BMW Motorrad Dynamic ESA (Electronic Suspension Adjustment), the new S 1000 XR takes riding safety, performance and comfort to even greater heights, while also promising adventure sport at its very finest.

The sporty side of the new BMW S 1000 XR can be experienced at its most intense in “Dynamic” mode. Instant throttle response and restrained intervention by the DTC let the bike unleash its full performance potential. Front-wheel lift detection is reduced in this mode, moreover, making it possible for the front wheel to come up when accelerating.

When the “Dynamic Pro” mode is engaged, the new S 1000 XR is able to show off all of its sporting prowess and remarkable riding dynamics. Once again, throttle response is perfectly clear and direct, while the DTC set-up makes it possible to sample the high-grip qualities of sports tyres on country roads offering high levels of grip or even out on the race track. In this mode, the rider is required to actively control front-wheel lift and therefore potential wheelies. The “Dynamic Pro” mode is activated by means of a coding plug. The traction control and ABS remain deactivated for as long as the coding plug is inserted, even after the ignition has been switched off and on again.

The various riding modes can be selected from the corresponding menu at the push of a button. To activate the selected mode, all the rider then has to do is briefly close the throttle.

Whereas the standard ABS systems from BMW Motorrad to date have ensured an excellent standard of safety when braking while moving in a straight line, the ABS Pro feature now goes a step further to make braking while cornering safer as well by enabling ABS-assisted braking in a banked position. In such situations, ABS Pro prevents the wheels from locking up even when the brakes are applied sharply. This reduces abrupt changes in steering force, especially in response to panic braking, and thereby limits any undesirable righting of the bike. ABS Pro offers riders the benefit of increased braking and riding stability

BMW S 1000 XR R212,450



TECHNICAL SPECIFICATIONS

ENGINE

Type: Water/oil-cooled 4-cylinder 4-stroke in-line engine, four valves per cylinder, two overhead camshafts

Bore x stroke: 80mm x 49.7mm

Capacity: 999cc

Rated output: 118 kW (160 hp) at 11,000rpm

Max. torque: 112 Nm at 9,250rpm

Compression ratio: 12.0 : 1

Clutch: Multiplate clutch in oil bath, anti-hopping clutch, mechanically controlled

Gearbox: Constant-mesh 6-speed gearbox, straight-toothed

CHASSIS

Frame: Aluminium composite bridge frame, partially self-supporting engine

Front suspension: Upside-down telescopic fork Ø 46 mm, compression and rebound stage adjustable

Rear wheel suspension: Aluminium 2-sided swing arm, rebound damping adjustable

Suspension travel: front 150mm, rear 140mm

Brakes: Front brakes twin disc brake, floating brake calipers, radial 4-piston fixed caliper, diameter 320mm, rear brakes single disc brake, 2- piston floating calliper, diameter 265mm, ABS, BMW Motorrad Race ABS (part-integral), disengageable

DIMENSIONS

Wheelbase: 1,548mm

Steering head angle: 64,5°

Seat height: Unladen weight, 840mm

Weight: 228kg

Fuel capacity: 20L

combined with optimum stopping power, even in corners. Funnily enough, BMW only told us about this feature after our day’s riding, or maybe that was just them keeping us all safe!

So now let’s move onto the looks of the bike. The dynamically styled twin headlights combine with the fairing’s sporty lines to give the new S 1000 XR its highly distinctive appearance from the front, while also clearly signalling the bike’s touring and sporting qualities in equal measure. The light beam apertures are symmetrical in design, whereas the reflector units have an asymmetrical arrangement in similar fashion to the S 1000 RR and HP4 BMW Motorrad superbikes. Not only does this ensure excellent lighting power and optimum illumination of the road ahead, it also gives the new S 1000 XR its unmistakable “face”.

The S 1000 XR instrument cluster

includes a large, easy-to-read LC display along with an analogue rev counter with scaling designed for optimum clarity. In addition to the gear selection, the display also indicates the riding mode currently engaged: “Rain”, “Road”, “Dynamic” or “Dynamic Pro”. Riders are able to switch between the individual riding modes using the controls on the right handlebar even while on the move by simply closing the throttle twist grip. The new S 1000 XR also caters to the specific demands on its touring and long-distance travelling capabilities by including a 12V power socket integrated into the cockpit.

The instrument cluster on the S 1000 XR comprises a wealth of functions. A shift flash that is adjustable for brightness, frequency [0, 4 and 8 Hz] as well as rev speed in a range from 7,000 to 12,000rpm additionally helps the rider to hit exactly the right shift point for gear



“When the “Dynamic Pro” mode is engaged, the new S 1000 XR is able to show off all of its sporting prowess and remarkable riding dynamics.”

changes.

The instrument cluster displays rev speed, road speed, gear display, riding mode, total mileage, engine temperature, fuel level, remaining range, trip 1, trip 2, average consumption, average speed, lap timer, shift flash and time. And then lastly, there are two colour and surface variants which produce equally powerful yet very different, adventure sport characters and these are Racing red and Light white.

In closing, never before have I been so blown away by any BMW and would I want one, absolutely! At the price of R212,450, if I start saving now, I may just be able to afford one before I'm 50! 

Highlights of the new BMW S 1000 XR:

- Straight-four-cylinder engine with a displacement of 999 cc. Output 118 kW at 11,000 rpm, maximum torque of 112 Nm at 9,250 rpm.
- Dynamic, innovative design with sculptural surface styling.
- BMW Motorrad ABS as standard
- ABS Pro for even greater safety when braking in a banked position (as part of Riding Mode Pro, which comes standard).
- Automatic Stability Control (ASC) as standard for accelerating safely even in low-grip conditions.
- Dynamic Traction Control (DTC) with banking sensor for supreme performance and active riding safety when accelerating (as part of Riding Mode Pro).
- "Rain" and "Road" riding modes can be selected by the rider at the push of a button
- Riding Modes Pro offers two additional riding modes, "Dynamic" and "Dynamic Pro".
- Spring elements with long spring travel for excellent agility and high damping reserves.
- Electronically controlled suspension system, Dynamic ESA (Electronic Suspension Adjustment) for optimum adaptation to the prevailing conditions as an optional extra.
- Light-footed handling and raised seating position.



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THE BMW MODEL LINE UP GROWS **BIGGER**

Over the past decade, the sportier RS bikes were dropped from the line-up in favour of more touring-oriented bikes, such as the K 1600 GT / GTL and R 1200 RT.

Words: Natalie Brits **Pics:** BMW Press

This changes now with the R 1200 RS, the first RS model offered in many years. This latest version, however, is a bit more faithful to its R 100 RS roots due to its boxer engine.

Unlike the K 1600 GT/GTL and R 1200 RT offered under BMW's "tour" models, the R 1200 RS is categorised under the "sport" group, along with the 199hp S 1000 RR and the 175hp K 1300 S.

One look at the R 1200 RS and it's obvious the folks in Munich were looking to cater to the sport side of things. Yet, by nature of design, the RS

also caters for commuting.

Besides the protruding boxer heads, the bike appears very slender due to the design of the half fairing. Settling in behind the fairing, and assisting in the R 1200 RS' slim design, are a modified airbox, newly shaped air-intakes snorkels and a centrally positioned radiator.

Smartly, the R 1200 RS retains all the features that made the R 1200 R an instantaneous hit. It utilises shaft drive, an upside-down, 45mm Sachs telescopic fork up front instead of the traditional telelever system, and Paralever suspensions set-up out back.

The RS is loaded with the latest in BMW electronics, including ABS, Automatic Stability Control (ASC) and two riding modes as standard. BMW also offers Dynamic Traction Control (DTC) and Dynamic ESA as options.

Starting with the engine, the R 1200 RS powerplant is tuned for increased torque at lower rpm compared to other BMWs that use the same engine (the GS, GS Adventure, and RT). The exhaust gases are routed through a 2-in-1 exhaust system with a rear silencer that is steeply angled for a dynamic effect. This exhaust has little attitude in the lower rpm, but purrs gorgeously as the



flat-twin's pistons rev to the peak power output of 125 horses at 7750rpm.

The beauty of this boxer is the feel of immediate torque. After pressing the starter and feeling the left-to-right rattle that harmonises into a continuous melody, the R 1200 RS' engine presents hefty torque from the first crack of throttle to the maximum 125Nm at 6,500rpm.

Braking duties are handled by dual 320mm discs up front squeezed by radially-mounted Brembo four-piston callipers, and a single 276mm disc squeezed by a Brembo two-piston calliper out back. Feel at both the front-brake lever and rear-brake pedal was exceptional, the front allowing for one-finger slowing most of the day. The brakes do have a strong initial bite, and pressure can build quickly, so I quickly developed a sense for the feel.

Fading was never an issue, even when constantly loading up the front tyre during some more aggressive riding. The ABS worked just as the engineers designed it to. Under a few controlled emergency-braking situations, I was able to grab a handful of brakes and control the bike to a complete stop.

The R 1200 RS's display instrument cluster has a clean layout, featuring an analogue speedometer and onboard computer offering a long list of information: Total mileage, Trip 1 and Trip 2, range, outside temp, engine temp, average fuel consumption, average speed, date, oil level and tyre pressure.

Many will argue the R 1200 GS is simply a fairing-equipped R 1200 R. In essence, it is – though BMW made small, yet significant, changes via the slightly longer wheelbase for touring stability and a slightly farther reach to the handlebar.

For the sport disciplined, the R 1200 RS is a completely different bike. Due to that added half fairing, the RS offers pure sport without sacrificing comfort where comfort is needed most – at speed. Combine the sporty looks with the best-running boxers to date, and the R 1200 RS adheres to the BMW Motorrad's motto as "The Ultimate Riding Machine" – especially for the rider who longs for the sportier side of sport touring. 

TECHNICAL SPECIFICATIONS

ENGINE

Type: Air/liquid-cooled four stroke flat twin engine, double overhead camshaft, one balance shaft

Bore x stroke: 101mm x 73mm

Capacity: 1,170cc

Rated output: 125hp @ 7,750rpm

Max. torque: 125Nm at 6,500rpm

Compression ratio: 12.5 : 1

Clutch: Oil lubricated clutch, hydraulically operated

Gearbox: Constant mesh 6-speed gearbox with helical gear teeth

CHASSIS

Frame: Two-section frame, front- and bolted on rear frame, load-bearing engine

Front suspension: Telescopic Upside-Down fork; stanchion diameter 45mm

Rear wheel suspension: Cast aluminium single-sided swing arm with BMW Motorrad Paralever; WAD strut (travel-related damping), spring pre-load hydraulically adjustable (continuously variable) at handwheel, rebound damping adjustable at handwheel

Suspension travel: front 140mm, rear 140mm

Brakes: Front brakes dual disc brake, floating brake discs, diameter 320mm, 4-piston radial callipers, rear brakes single disc brake, diameter 276mm, double-piston floating calliper

DIMENSIONS

Wheelbase: 1,527mm

Steering head angle: 62,3°

Seat height: Unladen weight, 820mm

Weight: 236kg

Fuel capacity: 18L

BMW R 1200 RS From R173,750



WARNING!

- » Always ride carefully and observe the applicable road traffic regulations!
 - » Always wear appropriate protective clothing and never ride without a helmet!
 - » All illustrated riding scenes were performed without exception by professionals on closed roads!
- » MAKE NO ATTEMPT TO EMULATE THE RIDING SCENES SHOWN!

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BACK TO THE FUTURE

At the end of 1979 Suzuki shocked the world more than a naked picture of Rachel Welsh covered in a shiny lubricant would've done. **Words:** Bill Hunter **Pics:** Mike De Wet

If you've no idea who that is Google it/her and see why so many men, or maybe women too, enjoyed her explicit curves? Anyway, childish perversion aside, we're talking about motorbikes, right?

The bike I'm trying to talk about was the first Suzuki GSX1100. Suzuki arrogantly dumped this huge motor into the market and nothing else came close. Honda's 900F was gobbled up and so was its wide sister, the CBX1000. The GSX displaced 1075cc, had a 16-valve cylinder head and produced a claimed 100hp. This gargantuan lump forced the square headlight 243kg beast to a genuine 225km/h and this one we have here still achieves that top speed today – I know I've GPSed it.

The engine on this pristine 1979 model has never been taken apart in 35-years of

abuse; try saying that for a modern 'revvy' thing! Its secret for longevity is a massive roller bearing crank (instead of today's thin shell bearing stuff) and it soon became the choice of just about every drag racer in the world. Dudes would get, and still do, well over 500hp from this engine with a turbo and nitrous, so stuff that up your fancy new supercharger Mr. Kawasaki H2R!

So the engine was, and still is, a peach but 35 years on and things are not so romantic on this 1979 GSX1100. The brakes, which certainly work as well as they did in 1979, are about as much use as a sauna with no roof and make you sweat as much with one that has a roof when trying to stop from high speeds. And even though the GSX1100 had an industry first box-section aluminium swing-arm, multi-adjustable forks and twin rear shocks with

damping bits, the handling today is, er, an experience to behold, shall I say. In a straight line it weaves like a baby python that's just eaten and dissolved a large bottle of Klipdrift, shame. I never noticed that when I owned one in 1980 but then again I hadn't discovered the hallucinogenic "delights" of Klipdrift either.

But we're now in 2015 and Suzuki has not really had a naked bike that stole my heart as much as the good ol' GSX1100 for a long time. Sure, their Bandit attracted more hooligans than a free England football match with a free beer tent but it never really lifted my shorts, or pulled them down, as much as this big red one. Until today...

Oh yes! Suzuki has stopped tossin' around with updated V-Stroms and other bland stuff that are about as exciting as





watching your mother trim her favourite bush, rose bush that is, and thrown a brand new GSX-S1000A into the market. And once again I'm totally in love with their GSX badge – hurrah!

Suzuki could have made this bike anytime over the past ten years really because the motor is straight out of the frame spars of a GSX-R1000 K5, still one of the best engines they've ever made. The K5 has a long-stroke motor, unlike their present version, which is ideal for a naked bike because it makes healthy torque low down in the rev range. And I doubt you'll ever break it. I lobbed it onto the dyno and came away with a very pleasing 140hp at the wheel, which'll eat the Kawasaki Z1000, Honda CB1000 and Yamaha's MT-09 in a Japanese performance fight – just like the old days, right?

The frame and components are like comparing Sputnik to the Space Shuttle compared to the old GSX, thankfully. The new GSX-S has a massive spar frame and equally proportioned swing-arm, which is not from a K5 but the exact same one found on their 2015 GSX-R1000, nice one. And bolted to each end is a suspension package that's as impressive as the rest of the bike and I never had any inclination to have a fiddle with it.

Suzuki has not littered their new naked flagship with too many, and in most cases unnecessary, electronics. All you get is





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three levels of traction control that stays off when switched off (why do other bikes not do that for fooks sake?), and ABS for the brakes, which are highly impressive and highly powerful Brembo units.

To ride the GSX-S1000 is an absolute pleasure and that's putting it mildly. The riding position is perfect with the wide Renthal 'bars leaning you provocatively into a naughty but nice "look at me" stance. It turns quickly in any situation seeing as it has a long wheelbase and I thought that would affect the wheelie aspect, WRONG!

This thing is wheelie monster! Clutch it up in first, then into second, and you'll be pointing towards Venus for as long as you desire. In fact it's so addictive and fun that other parts of me pointed towards Venus as well, if you know what I mean. The exhaust develops a gorgeous howl from its stubby silencer and the top end rush over 7,000rpm will make you grip the 17-litre tank like one of those silly bulls rides in a pub garden.

If you want a complete and close to perfect package naked bike with big balls the new Suzuki GSX-S1000 is one hard act

to beat, especially at its R141,000 price tag. May sound a bit high for a "mere" naked bike but the high is in the ride, go for a test ride and come away not impressed, I doubt it?

So Suzuki, thanks for giving me back a GSX to be proud of and I do not want to take this one back to Suzuki SA HQ, which says it all really. The only problem now is who can I compare an oiled up lady/woman/girl to the 2015 GSX-S1000 in today's world – I'll leave that closed door perversion to you, have fun folks! **SB**



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PIRELLI

South African Bike of the year 2015

supported by TomTom, Liqui Moly

Words: Mathew Durrans Pics: Meghan McCabe

Now in its third year, the Pirelli Bike of the Year competition has gone from strength to strength, attracting more sponsorship, maintaining its support from the industry and reaching more people than ever – well over 5,000,000 readers will know about the winner by the end of August.

If we look back to the previous two editions of the Pirelli SA Bike of the Year, what is obvious is that on both occasions there was one class of bike that was dominant and from which the winner came. Not only that, but it was a very close run thing between first and second, with the result only being finalised once the last vote was in.

2013, the inaugural year of the competition, was the year of the adventure bike. BMW and KTM slugged it out at the head of the table, the R 1200 GS taking the title by a whisker from KTM's 1190 Adventure. 2014 saw the naked sports bike – previously a class that had never really featured in SA – in the ascendancy. Again, it was BMW and KTM vying for top honours, the title that year going to the 1290 Super Duke over the S 1000 R.

Continuing the trend in 2015, we find ourselves in the Age of the Superbike, a class that has been dormant for so long but which is now waking up and, one would have to argue, will provide the strongest contenders for overall victory. No less than five superbikes are in the final and, while the choice for top honours might seem obvious to you, everything can change when they are all ridden back-to-back.

For 2015, we started with a list of around 40 eligible bikes which needed to be whittled down to 16 finalists. As

always, a bike had to be either a brand new model (on dealers' floors during the calendar year since the last cut-off date) or to have had a significant upgrade in order to be eligible; a new paint job or set of wheels just wouldn't cut it. The judges were tasked with choosing their top 16 and, from this, the list of finalists were decided. While this might seem as if the judges simply chose their favourite brands or class of bikes, they had strict instructions to look at the merits of each bike in relation to others in their class as well as previous generations of the same bike to determine if updates had advanced both the model and the class in general.

Whereas, in previous years, the event has taken place over two days, for 2015, the addition of new sponsors allowed the organisers to add a third day in order to give the judges the opportunity to spend significant time in the saddle of each bike. This worked so well that this will be the format for future editions of the competition.

Red Star Raceway provided the perfect venue to start the event, especially as once again we were heading to Mpumalanga and the fantastic scenery and roads of the Sabie/Hazyview area. Once there, we would be hosted in great style at Bohm's Zeederberg (013 737 8192 or www.bohms.co.za), situated on the infamous

'22' between Sabie and Hazyview. Not only are Thomas and Jacqui the perfect hosts, I doubt if there are many people faster along the '22' than Thomas. Local knowledge is obviously a bonus but, as Thomas also runs a BMW Riding Academy, it is clear that skill on one road is merely the tip of the iceberg.

It's one thing to have a list on paper of the finalists but quite another to be faced with the physical presence of 15 of the world's best motorcycles and this only served to heighten anticipation of what was to come. With a minimum of pre-amble, we were on our way for a glorious three days of doing what we love the most, while trying to be as objective as possible.

But how do you dial out the subjectivity when riding such a mix of bikes? Not every rider can get the best out of a superbike whereas an adventure or touring bike is much more user friendly. We can't help but lust after a superbike, however, simply because they are the ultimate expression of motorcycle engineering and because they are so extreme. So, you'll see that to be completely objective is very difficult. Which is why, in the judging criteria, alongside elements such as ride, handling, aesthetics, innovation, value for money and technology, there was a further percentage to be awarded based on 'Wow' factor and the issue of 'would

I spend my own money on this?’

The best way to approach the task in hand is to ask yourself if there is something new or innovative about the bike; something that moves motorcycling on a bit or breaks new ground. Only once this has been done can you allow yourself to let the heart rule over the head.

So, we had 13 judges assessing 16 bikes and casting their vote for their top six. The votes have been counted, the numbers added up and we have a winner. But before we get to that, let's take a brief look, in alphabetical order, at the contenders...

Aprilia Caponord Rally

Big adventure bikes are the reserve of the Germans and Austrians, as a rule, but nobody seems to have told the Italians at Aprilia. The Caponord is a handsome bike, and comes well equipped in this Rally guise with crash protection and sturdy panniers. The V-twin is a torquey unit perfectly suited to its role of touring – on or off-road. As always, a comprehensive electronics package (including an accompanying app for your smart phone) complement sound mechanicals to offer a rugged package that is very 21st century.

Aprilia RSV4

On the surface it looks like last year's model, only an Aprilia aficionado would recognise the plastic surgery done to the RSV's nose. Reading the official blurb you could be forgiven for being underwhelmed too, the specs talk of incremental changes only. But the result is a vastly improved bike that features more power and a handling package so good it's almost spooky. Nothing rides the bumps or offers the sort of reassuring feedback that the Aprilia dishes out in extra-large portions. And it's the most affordable of the superbikes in this competition.

BMW R nineT

Retro-tastic naked bike that uses old technology to prove that electronics are not the only way to have fun on a bike. And this bike is very much about fun, like the Ducati Scrambler it manages to raise a smile with whomever rides it. Although first impressions might suggest this is an exercise in style over substance, nothing could be further from the truth. In a digital age of electronically assisted performance, the R nineT is proudly analogue, relying on mechanical engineering to provide a riding experience that comfortably straddles last century and this one.

BMW S 1000 RR

Pretty much the daddy of the in-line four-cylinder class of superbikes since its inception, this year's version of the double-R contains the same (but better) monster of an engine with a vast array of electronics, including a delicious auto-blip feature on the down-change and sensors to record lean angle – largely pointless (like the equally fun pit lane speed-limiter) but entertaining nevertheless. Not as sharp as

some of its competitors, but brilliant on the road, and importantly, it's easy to ride.

Ducati Multistrada 1200

A long-time favourite of these testers, the updated Multistrada brings more finesse to a package that already combines the abilities of a superbike with those of a tourer in a way that most bikes can only dream about. Long distance comfort is exemplary and there's enough electronic riding aids to grace one of this year's superbikes. The engine, being a big ol' V-twin, unsurprisingly is perfectly matched to its sport-touring role, though the handling isn't quite as sharp as we remembered. Dual-purpose tyres suggest it wouldn't mind a bit of off-roading, but we'd recommend keeping that aspect down to the smoothest of gravel highways – you don't want to be dropping what is ostensibly an expensive

road bike.

Ducati Panigale 1299 S

Ducati has built its reputation on racing, and selling sport bikes that contain all the knowledge gained from these efforts. The 1299 represents an increase in capacity from the 1199, and thus also a useful increase in power and torque. With the extra performance comes an improvement in the electronic rider aids, including the now much desired auto-blip feature for changing down the gearbox. The 1299 Panigale is as devastatingly fast as it is utterly beautiful, and the way it devours the roads of Mpumalanga has to be experienced to be believed.

Ducati Scrambler

No amazing technology, no monster power, and yet the Scrambler worms its





way into your heart with its simple charms. Good value and good fun, good looking too, these are traits that are often overlooked in the face of the imposing technology brought to the competition by some of its competitors. But it's easy to ride, fast or slow, and it cuts a dashing retro figure in a world full of fairings and tall screens. It's difficult to quantify or explain, but this is one bike that never fails to make you smile and ease away the stress of daily life, and for that it must be applauded.

Harley-Davidson Street 750

Who'd have thought? An affordable Harley-Davidson, and a new direction for the iconic American manufacturer. A 750cc liquid-cooled engine might be sacrilegious to the die-hard Harley fans, but it's an entertaining little unit perfectly suited to its role of introducing new blood to the H-D fold. Handling is, as expected, basic

and limited by ground clearance, and the detailing in some areas leaves something to be desired. And then there's the brakes; we can almost forgive the absence of ABS, but the weediness of the front stopper is pretty much unforgivable. Nice try, but hopefully version 2.0 will resolve some of these issues.

Indian Scout

Indian has only been back in the market for a few years as stable mates to Victory, but already they have proved a completely viable alternative to the products from Milwaukee. First they went for large, brash cruisers but all of a sudden they are forging their own new routes and the Scout is the first - and very competent - direction. Cruisers are all about style and the Scout beats all-comers hands down; it's a brilliant mix of old and new and it all just works. The engine goes as well as it looks and the chassis is up to the

performance. Physically small but it gives a big bike experience without the intimidating bulk (and price!) of its grown up rivals.

KTM SuperAdventure

A luxurious KTM? Oh yes, really, this is an adventure bike that isn't designed to climb mountain paths (KTM has plenty of existing and already amazingly capable machinery to handle that) but rather waft you along in a package that can handle some off-road as well as it devours tarred mountain passes. It's a big bike, but it hides that size superbly once it's on the move, gobbling up corners with little effort, and with a huge fuel tank it will, ahem, keep gobbling longer than the competition. A comprehensive electronics package is combined with a fantastic engine that is perfectly suited both to touring and hooning - and it's a bike that takes little encouragement to hoon. It might be an

adventure bike, but a little part of it undoubtedly wants to be a superbike too.

Kawasaki H2

There are engines, and then there's the supercharged H2. Spec sheet numbers simply do not do this bike justice, because one visit to the redline – in as many of its six gears as you dare, or have room for, will recalibrate what you think about acceleration. And it's not a one-trick pony because it handled the demanding twists and turns of Mpumalanga with more panache than any of us expected. Sure, it's not quick to turn, and it likes a firm, committed hand to get the best from it, but the fact it can boogie down a mountain pass without frightening you in the process is, frankly, a bonus. And though not traditionally pretty, it is a wicked looking machine. Expensive? Yes, but it's worth it.

Suzuki GSX-S 1000 F

A bit of an underdog and it may be unassuming to the point of anonymity, this new bike from Suzuki might use a version of an old engine but is actually very good and it shows that the sleepy Japanese manufacturer is starting to wake up at long last. The engine is the K5 unit from the 2005-2008 GSX-R1000, slightly de-tuned, but still producing 144bhp in a lovely chassis. Great looks go with the performance and, priced at around R140,000, will be a bargain to boot. Only the lack of pannier mountings and decent pillion accommodation spoil its sports/touring tag.

Triumph Tiger XCa

The Tiger is one of those bikes that quietly goes about its business, a shrinking violet of a machine in this company. This update for Triumph's 800 is a comprehensive one, adding useful electronics to a refined handling package and more finesse to an already superb engine. In the middleweight adventure market the Tiger has quite possibly the most perfect mix of attributes, being more than capable off-road while also providing the best platform for road riding – from two-up touring to battling the commuting traffic. Good looks and an affordable price tag are bonus elements that make the Triumph a dark horse contender for top honours.

Yamaha R1

We've been waiting a while, but it was worth it. Yamaha's flagship sport bike has entered the superbike fray laden with cutting edge electronics and an engine that intoxicates with its power and sound. The crossplane crank may be designed to improve midrange, but it's the peak delivery that makes you sit up and take notice. Brilliant on the road, it's at the track that the MotoGP-inspired chassis really struts its stuff. Physically small, and needing next to no effort to hustle through the fastest of sweepers or tightest of hairpins, the R1 feels very much like a race bike with lights. If you want the ultimate racer on the road, then you need look no further.

Yamaha Tracer



The Tracer is an all-rounder, a sport-tourer if you will, a bike designed to be the one multi-tool in your biking shed. As such it doesn't have much going for it in the "wow!" factor, but that's soon forgotten after your first ride. A peach of a triple-cylinder engine, long-distance comfort and handling that is way more capable than the basic suspension and chassis allude to, these are all factors that combine to make this a bike whose abilities far exceed the sum of its individual parts. Factor in the R125,000 asking price and you have a bike that's good at everything, and a genuine bargain to boot.

Zero SR

It had to happen eventually – an electrically powered motorcycle making it to the BOTY finals. Being designed as an affordable means of commuting means that it obviously wasn't suited to the nature of this year's BOTY competition route, but it still handled the infamous '22' like a 'proper' motorbike. Range anxiety still remains the limiting factor, but with a range of 100km on full power setting (in which mode it is respectably rapid) it's a viable commuting alternative for those whose commute is 50km or less, each way. At just over R2200 a month and with a full recharge costing well under R20 it makes for an affordable way to commute, while keeping your other 2-wheeled pride and joy pristine and ready for weekend use.





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Photo: Dave F1507

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PIRELLI makes tyres for every class of bike, and equipping the contenders with suitable rubber shows exactly that. A premium brand that is the one-make supplier to World Superbike and F1 exemplifies a company that is at the very leading edge of tyre development, and it shows. The tyres on this test – especially those on the sport bikes – were given a hard time, but not once, for anybody, did they provide a 'moment'. Having this level of technology handling the contact between bike and road is the sort of reassurance needed to let the judges get on with the task of evaluation, secure in the knowledge that grip was never going to be an issue.

TOMTOM is a Dutch company known for its navigation devices, and so each judge was given one of its latest Rider units to help keep them on the right track. With a host of features from live traffic updates to the ability to choose the twistiest most elevation-filled routes it proved invaluable. As did the TomTom Bandit action camera that recorded the judges exploits. Amazingly it is paired with your phone, and after a quick shake of your smart device it immediately edits a short highlights video of your footage – using internal sensors (or an accompanying heart rate monitor) to determine what are the highlights!

LIQUI MOLY is a German lubricants company, heavily involved in motorcycle

racing it has a range of products for on- and off-road applications. We used their extensive range of products to make life easier on the road – from cleaning visors and bikes to keeping our helmets smelling of fresh roses rather than the sweat and fear of a fast run down the "22"!

TOTAL is a French fuel company that is well known in South Africa, and for good reason. Their fuel has a special friction agent that reduces these forces for improved performance, and there are detergents in there too, to help look after your engine. Total's fuel stations are well distributed, and as an added bonus for motorcycle journalists who seem to be continually starving, they've got great shops and even, occasionally, feature a Mug & Bean! 

**1st: Kawasaki H2**

Plenty of new technology on the H2, from the paint to the engine, but it's the four-cylinder supercharged motor that steals the headlines. Many of the judges would have rewarded the H2 simply for the way it redefines acceleration. But the fact that it can handle some twisty roads, in fact, positively enjoys a mountain pass or two, means it scores even more highly. It's a truly striking bike to behold, even the achingly beautiful Panigale becomes largely anonymous when parked up next to it. Cheap it isn't, but in a world of R270 000 superbikes and R220 000 adventure bikes, the H2's asking price isn't outrageous. Its performance, on the other hand, most definitely is.

**2nd: Triumph Tiger XCx**

Triumph's middleweight adventure bike has always been good, but the update for 2015 has been a big one, and now the Tiger 800 XCx is simply superb. A wonderful engine in the form of an in-line triple that is as smooth as it is entertaining, and easily accessible handling both on and off-road encourages you to explore the bike's and your own potential. Some quality electronic riding aids now grace the Tiger, while practicality, build quality and affordability also play a major role in earning it such a strong placing in this year's BOTY competition.

**3rd: Yamaha R1**

A brilliant return to form for Yamaha, the R1 shows that MotoGP really is a useful test bed for developing a road legal superbike. An intoxicating engine, both in terms of performance and the wonderful noise it makes, the lightest, sharpest, most racer-like handling and a fantastic electronics package combine to give a riding experience that is as close to the 'real thing' as you can get for the money.



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30 YEARS OF GIXXER PERFORMANCE

Words: Gavin Petersen **Pics:** Various

It is not unusual for motorcycle manufacturers to offer “race replica” colour schemes based on their top level racing bikes and it is very seldom that the reverse happens.



This July at the German round of the MotoGP, the factory Suzuki Ecstar Team did exactly that, paying homage to a very special motorcycle range, the GSX-R.

Back in 1984, Suzuki chose the Cologne show, Germany's premier motorcycle show, to launch the original GSX-R750 and, in doing so, created a new world of

motorcycles, the Race Replica.

With the design of the original GSX-R750 based very closely on the factory Endurance Racer GS 1000s that had been dominating the World Endurance Championship since the late seventies, this new breed had racetrack DNA at its core. Racing success followed very quickly after the launch, when Suzuki won the Le Mans

24 HR in 1985.

It was the first of many victories for the GSX-R, which went on to win countless National and World Championships with success in every form of road racing, including the WSBK, AMA, TT, NHRA, BSB, and IDM. The Suzuki racing spirit remains strong and 2015 revealed the return of the company to the top tier, campaigning two



GSX-RR's in MotoGP.

There has been constant development and evolution of the species, resulting in ongoing success on both the racetrack and in showrooms. In 2012 Suzuki celebrated both 60 years of existence and also the one millionth GSX-R rolled off the production line.

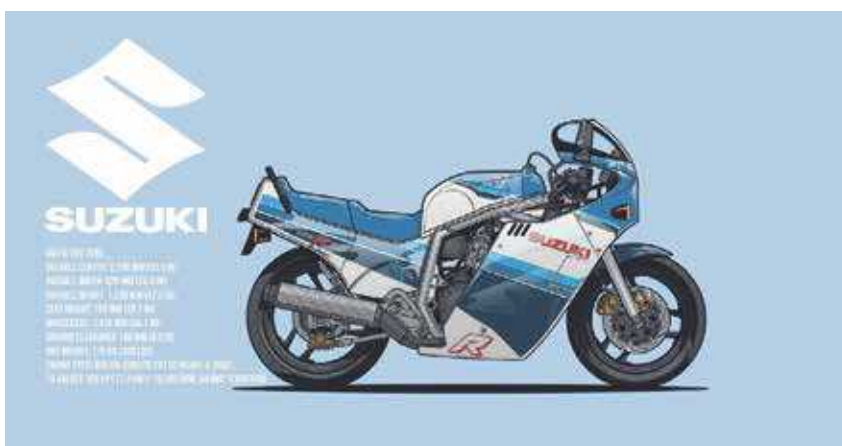
Back in '85, the inline four was air/oil cooled with an innovative aluminium frame that set it apart from the typical steel frames of the day. Where other manufacturers focussed on building street bikes that could be raced, the GSX-R was a race bike that could be ridden on the street. The full fairing and twin headlights started a trend, which continues on sport bikes today. Of note just one year after the launch, the first Special Edition was launched giving customers even more racing derived parts as standard. The 1100 followed soon after and elevated the GSX-R into new horsepower and speed territories.

The second generation followed in 1988, still air/oil cooled but with improvements in power, frame design and new suspension to cope with the extra performance. The evolution had begun and just four years later the third generation water cooled models arrived in 1992, with minor updates and less weight in '94.

Fast forward to 1996, by which time all the competitors had switched to aluminium frames and reduced weight. Now in its fifth generation the all-new architecture, a completely revised engine and wicked styling, brought the GSX-R back to the front of the production racer pack and domination on the race track. This bike had the geometry of the RGV racer and was a return to the original formula with the emphasis on low weight and usable power. Massive brakes and new 190-section rubber along with slick styling made this one of the most successful sellers of its time. Fuel injection, improved aerodynamics and suspension upgrades kept the SRAD (as this model was affectionately known) on top with another "Sport bike of the Year" accolade to add to its already impressive pedigree.

The new millennium brought an all-new generation of GSX-Rs, lighter faster and stronger. The 2001 rule change in the WSBK championship gave birth to the litre bike class and the GSX-R 1000 was now the big daddy of the range. Power was up to 160bhp and top speed close to 300km/h. More innovations followed from Suzuki like the introduction of radial mounted brakes for the first time on a production bike. Titanium replaced steel on the exhausts and TiN coatings on the fork legs helped reduce friction. Small improvements in engine and chassis along with development on the engine management kept the 1000 at the top of the superbike pile with the arrival of the K5 in 2005.

While both the 600 and the 750 siblings benefitted from the ongoing development, the main focus was on the 1000 and the arrival of the K5 was a serious headache to all the competition. Troy Corser and the Alstare Suzuki Team won the WSBK championship convincingly with the K5. This stand out engine has been reborn for 2015 as a super



naked GSX-S 1000, much to the delight of fans who have missed the distinctive growl of the long stroke motor.

Suzuki, like most motorcycle companies had a tough time getting through the Global financial crisis and development slowed to allow the company to recover from losses and realign its core business. The development of the GSX-Rs continued but at a slower rate than before, and refinements rather than radical redesigns saw both the 750 and the 1000 refreshed for 2011 and only minor additions such as Brembo brakes and now ABS (on the 1000s). Multiple engine modes, slipper clutches, electronic steering damper and race ready engine and chassis performance keep them competitive and their bullet proof nature is truly legend.

Let's go back for a minute to the start of it all where the GSX-R was born from the factory Endurance racers of the day. Although Endurance racing does not attract

the kind of media attention that sprint racing does, there is no tougher test for man or machine. Non-stop racing for up to 24 hours will test any motorcycle to the extreme. In this environment there is no doubt that the GSX-R has proven to be the ultimate superbike with 11 WEC titles in the last 13 years and a double win at the 2015 Le Mans season opener earlier this year.

And so the legend of GSX-R continues, with the MotoGP Team celebrating three decades of racing, countless titles and confirming the direct link between racing and the GSX-R name plate. The launch of the new colour schemes that are retro inspired is just a reminder of the rich history and a nod to the original game changer. There is no doubt that the decade ahead will be filled with more innovation and development of what is already one of the greatest bikes of all time, and we at SuperBike sure look forward to the next generations of the original Race Replica. **SB**



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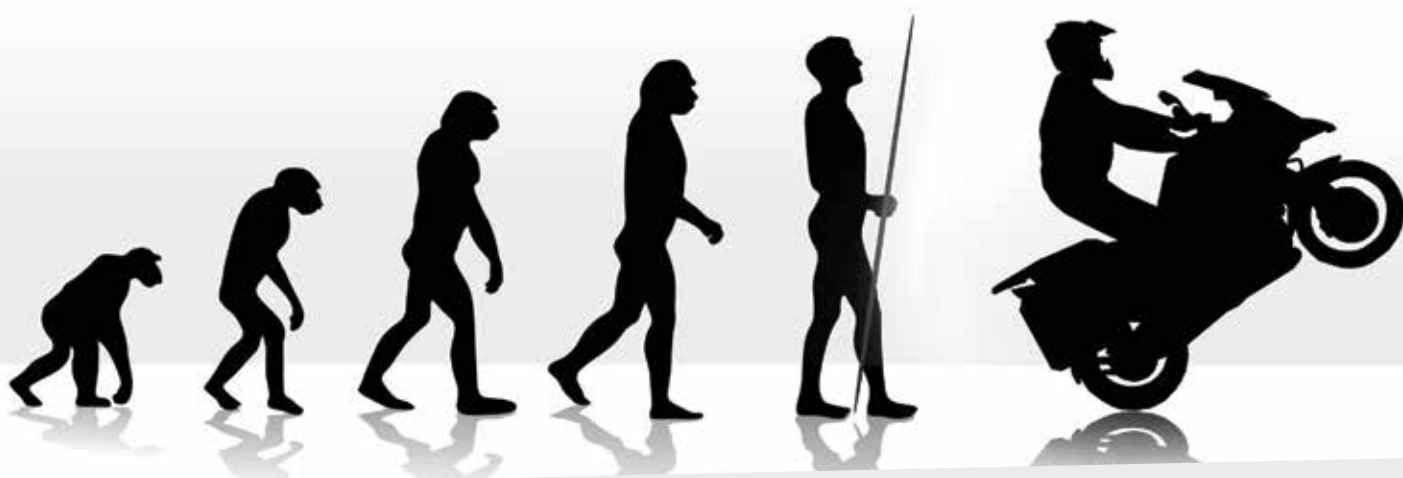
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SPINAL TAP

Words: Vishnu Singh

Looking at the picture one would think that the next step up from the Neanderthal state would be to jump on a dual-purpose bike and whittle away your days riding thousands of kilometers in relaxed bliss.



Unfortunately that is not the case, add a recurring neck injury from way too much time hunched over a superbike dash and your evolution to a dual-purpose bike would

actually leave you still hunched over like our Cro-Magnon cousins on all fours. "What?" you say, shocked to the core, "How can a dual-purpose bike, which is way more comfortable, actually cause damage to my

unbelievably fit anatomy?" The science behind the theory is actually quite simple.

In order to demonstrate we need two volunteers:



Volunteer 1: A 6ft 2, healthy 120kg specimen built for riding a dual-purpose bike.



Volunteer 2: A 6ft 2, healthier 90kg specimen built for riding a superbike.

And we need the expert opinion from our resident chiropractor (whose original advice to please stop riding has blatantly been ignored).



The original question was one that any mature, lightly aging superbike rider asked once those 200km breakfast runs and 1,000km Margate trips started taking their toll on the once invincible body. "Is there life after the adrenaline-filled, speed-based religion of superbikes?" The sensible answer is normally along the lines of; "Look at a dual-purpose bike, it's higher, more comfortable, is lighter on tyres, gets better gas mileage and shows a more mature aspect to riding". And, in that statement is where the basis of this article gets its substance.

Let us look at the superbike riding position; you sit hunched slightly forward, bent over the minuscule dash, ready to annihilate any competition that even looks at you skew, including the old lady in the battle scarred Corsa, who probably did not even notice you. So begins your warp speed ride, however, after the first 10 minutes of blasting along at twice the national speed limit, your neck begins to show signs of stress, you throttle off and slow slightly. After 20 minutes you develop a familiar dull ache in your right hand and you begin slowing even more and, after an hour of this torture, you can barely move your neck from all the pressure of keeping it locked forward, and searching for the first signs of any obstacle that may suddenly jump into your dash for tar supremacy.

Sound familiar? This is normally the dirge that begins a superbike rider's quest for something more comfortable, less aggressive, more user-friendly and, heaven forbid, the ability to carry luggage.

In some ways its similar to the usual garage conversation where the macho cigarette smoking man struts over to your gleaming machine of speed and says, "I like bikes but my wife won't let me get one", or the familiar, "I'd like to get a bike but I will kill myself" statement, which leads one to say; "That would make you an idiot pal, because you control the bike".

Anyway all this conjecture leads to the superbike rider looking at a dual-purpose bike. The benefits are amazing, you sit upright on a nice plush seat, your hands are always relaxed, your line of vision is positioned above most cars so you can see much further than when you are riding the



average crotch-rocket. What is not to like?

Actually quite a lot because the upright riding position on a dual-purpose bike places your coccyx (the bone at the base of your spine) in direct contact with every bump that you experience, whereas the superbike places that initial shock on your pelvic girdle which has far less impact on your spine. The authenticity of this statement is very easy to verify because you just need to sit on a superbike and then a dual-purpose bike to see where the impact of a bump would be felt the hardest and there are no awards for being logical.

The studies that are being conducted have put forward multiple theories that would substantiate this logic. Most dual-purpose riders are already a few years ahead in age when choosing a dual-purpose bike or have suddenly felt the scare of middle age and decide to tick off another item on their bucket list (tick= ride a motorbike) which implies that they would not be in peak physical condition and would not feel slight pain or discomfort as it develops.

More kilometers in this position would lead to even less flexibility and more stiffness, would volunteer 1 notice? What would the impact be on volunteer 2, who is accustomed to flexible movement, getting off the bike in corners and generally being more active?

The purpose of this article is not to recommend one style of bike over the other but for you as the rider to make an informed decision around what works for you and what is most comfortable in the trade off between speed, shock absorption and reliability. Do not take the salesman's word for it; think of your health, wealth and ego.

The expert's opinion:

When Norwegian scientists investigated 116 motorcyclists and looked at the types of injuries suffered over the previous year, some startling facts emerged. 94 Percent of the bikers had suffered some kind of injury during that period.

Of these, 45 percent were to the lower back with only 23 percent to the knees. 58 Percent of all the bikers had experienced lower back pain in the previous 12 months, and 41 percent of all bikers had sought medical attention for it.

What's surprising about these results is that almost 91% of the bikers that commuted on bikes were on dual-purpose bikes. The fairing bike riders had complaints about neck and arm stiffness and pain but none about lower back

The first, and most obvious, thing to look at is the way the bike is set up, i.e. your riding position. If your bike set-up is only fractionally out, and seating position too high and upright, the cumulative effects of thousands of hours sustaining a less than ideal posture can become significant – even if you have the toughest back to begin with.

Little conditioning is provided to the back muscles by riding a bike:

Back posture on the bike can strain the lower back, a result of the lumbar spine flexing or pulling up.

Position on the motorbike, with the neck arching back, can strain the neck and upper back, especially when the motorbike riding position is upright.

Rough terrain increases jarring and compression to the spine, which can lead to back pain as the impact which points in an upright position is harder than when the pelvic girdle absorbs the primary

shock.

Tips to minimise the risk of pain:

Select the best motorbike for your purpose. For casual bike riders, a bike with higher, straight handlebars (allow more upright posture), and bigger tyres (more shock absorption) can work for short rides. For longer trips on tar, a more aggressive riding position with softer suspension (less upright posture) can produce less shock on the spine.

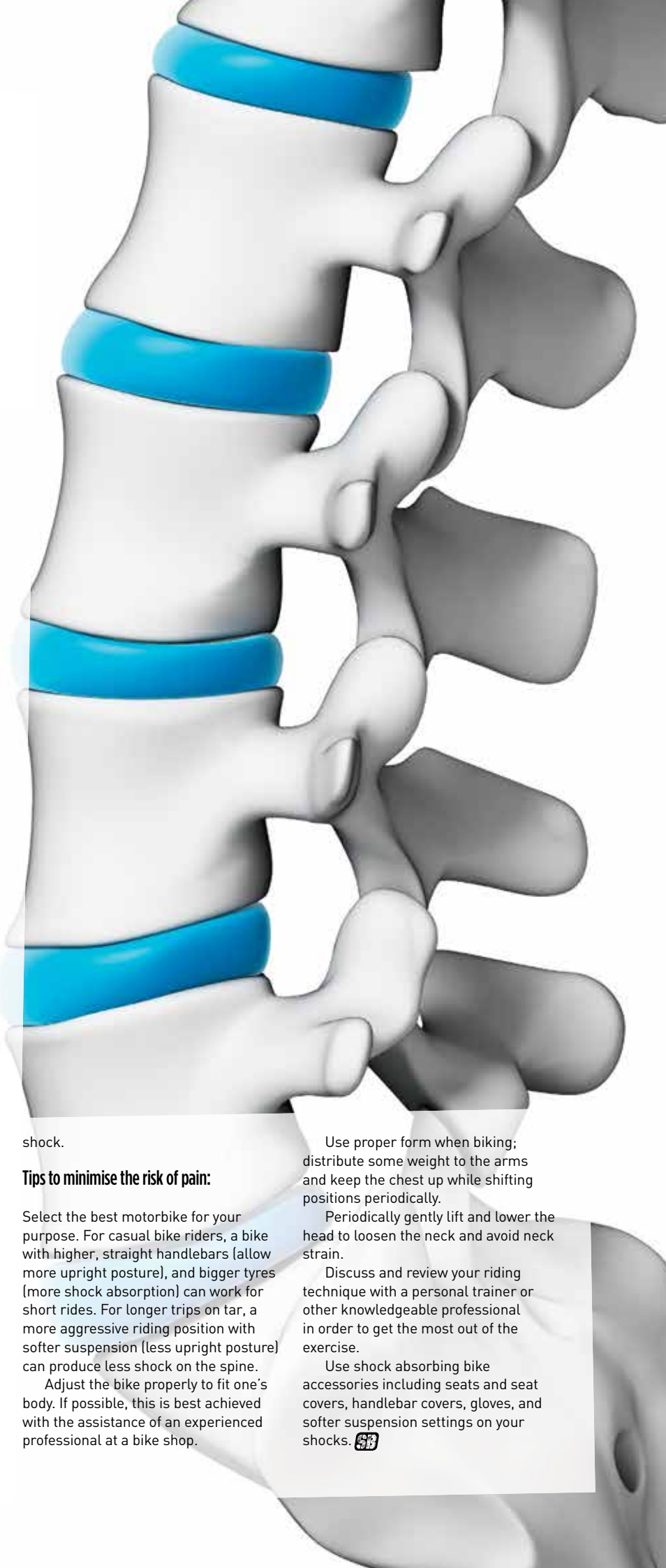
Adjust the bike properly to fit one's body. If possible, this is best achieved with the assistance of an experienced professional at a bike shop.

Use proper form when biking; distribute some weight to the arms and keep the chest up while shifting positions periodically.

Periodically gently lift and lower the head to loosen the neck and avoid neck strain.

Discuss and review your riding technique with a personal trainer or other knowledgeable professional in order to get the most out of the exercise.

Use shock absorbing bike accessories including seats and seat covers, handlebar covers, gloves, and softer suspension settings on your shocks. **SB**





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WHAT IS...

BIKE NIGHT?

Words: Gareth Davidson Pics: Various

Johannesburg's Arts on Main is breathing new life into the city centre and is an important feature on the South African arts and crafts landscape.

This inner city development provides a stimulating space for artists from many disciplines, including film, literature and contemporary art, to create and sell their work.

The Arts on Main development is as much about paying homage to Johannesburg's history as it is a vote of confidence in the future of the city and its vibrant community of artists. As a multi-

discipline arts centre, it combines studio, commercial, residential and retail spaces in a renovated warehouse that was originally built in 1911.

Before the building's conversion into the creative and innovative space it is now, Arts on Main was a bonded liquor store that was later used by a construction company. During its renovation, the basic structures of the warehouses were preserved and

almost all the original industrial features, such as the double volume ceilings, concrete floors and over-sized windows, have been retained.

Today, the development houses a collection of some of the best South African contemporary art galleries, including the Goodman Gallery and the Seippel Gallery. Local modern art icons such as William Kentridge, David Krut and Kim Lieberman,



There are a few stores open at Arts on Main



Art on display at the Arts on Main venue

This Bike Night was started from the RAD Moto Man Cave



Riders starting to line up to leave from RAD Moto



Food market at Arts on Main



among others, have studios at Arts on Main.

It is also home to a number of interesting organisations. Bailey's African History Archives, which holds more than 40 years' of South African photographic history, is located at Arts on Main. It also hosts the Nirox Foundation, which promotes African arts and crafts, and the Jozi Art Lab, which supports innovation and collaboration between artists across all disciplines. You can also find David Krut Publishing and the Goethe Institute at this art centre, along with Artright, which offers South African artists business and legal education.

There's also a small collection of stores selling South African fashion, decor, books and art supplies. In addition to its commercial spaces, Arts on Main has a number of event areas. These regularly feature projects such as exhibitions, installations, dance, music and poetry performances, book readings, film screenings and lectures.

Every first Thursday of each month, SuperBike Magazine is joined by many bikes departing from various venues which results in a massively attended ride into the city centre. Our most popular starting point is from the Man Cave at RAD Moto in Rivonia. We try and concentrate on different start points each month but we insist that each of the dealers still continue with their own rides.

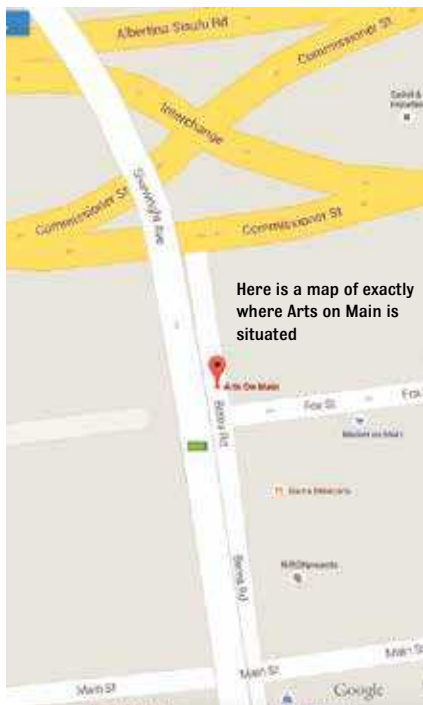
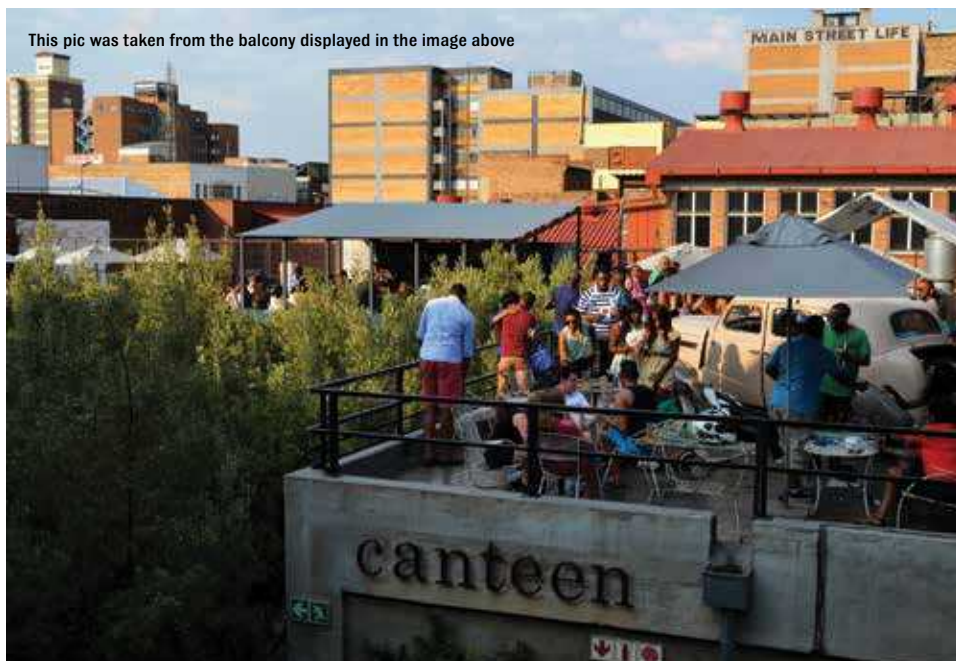
We have had a few concerns from "Arts on Main Virgins" for their safety when travelling through the CBD but, to date, we have had absolutely no issues and the bikes create massive attention and positive vibes through each street from the locals. It is totally safe for anyone to come along and we have all kinds of bikes ranging from 100cc scooters to big adventure bikes and cruisers. All bikes are welcome and the speeds travelled are not fast by any means as we try to keep the groups together as best we can.

Our next Bike Night is on the 3 September 2015 and if you miss that one the next one is on 1 October 2015. To find out where we will be starting from you can either keep a look out on our website or follow our Facebook page. 

This is what the Arts on Main back area looks like during the day



This pic was taken from the balcony displayed in the image above



Here is a map of exactly where Arts on Main is situated

We stop to regroup at the Nelson Mandela Bridge





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I CANNOT RELAX NOW

INDIANAPOLIS MOTOGP

Pics: MotoGP.com

Rossi stated that it is too early for him to not try to win races, this might be the Doctor's last effort to win just one more title.





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RETRO PRESTIGE MOTORCYCLES

Words: David Cade Pics: Marco King

"Sometimes you need a really crooked road to straighten out your head"

Retro Prestige Motorcycles was launched with the aim of catering for the ever-growing craze that is Café racers, Street Trackers and Bobbers.

"I was 14 when I first fell in love. I lived on a two mile straight flat road that ran alongside Rochester airdrome half way between Chatham and Maidstone in Kent, UK. At the middle point of this straight was a pub "The Tiger Moth" where the local "Rockers" would meet in the car park before departing on their bikes to "do the ton" from one end to the other. It left such an impression on me to see stripped down Triumphs, BSAs and Nortons whining past at 100mph." – David Cade

Fifty years later Retro Prestige Motorcycles was launched with the

aim of catering for the ever-growing worldwide café racers, street trackers and bobbers craze.

They opened their doors in October 2013 in 82m² of warehouse space in the industrial area of Paarden Eiland just outside Cape Town's city centre. In just twenty months they've come a long way!

The initial aim was to sell retro motorcycles from a coffee shop and stock a complete range of accessories and apparel specifically aimed at this market. Initially there was a barista, an assistant and David himself on site and within three weeks they had seven bikes on the floor.

One motorcycle was David's own café racer that he built over two





years, three were borrowed from friends to fill some space and the other three were for sale. At first they didn't sell any bikes but they did sell superb coffee and great sandwiches which paid the rent and the guys' wages. Regardless they pressed on for a few months and eventually sold some bikes but were constantly asked if they could build bikes like David's own special one.

Some months later the adjoining 82m² warehouse became available and after fitting double shopfront glass doors that match the coffee shop, a new floor, and finding a couple of mechanics, Retro Prestige Motorcycles moved in and set up. Before long they had plenty of customers and an array of bikes to work on. RPM have done complete restorations on a Moto Guzzi, BSA Spitfire, worked on a 1947 Vincent Rapide, a BSA Gold Star, built café racers, street trackers, bobbers and have even turned a Ducati Monster into a dirt bike for a promo movie for Belstaff UK.

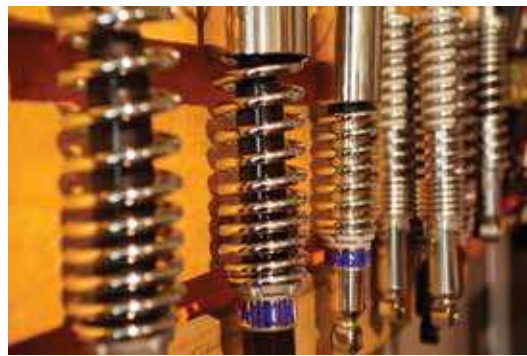
Today Retro Prestige Motorcycles have a workshop team of five that include design, fabrication, mechanical and electrical talents.

Prospective clients are asked to supply a visual brief via Google images and, after consultation, and sight of the donor bike, they supply a cost estimate that serves as a rough budget. The staff works as a team and all are involved with each build as each one has their special talent.

Elements of a build are designed in Solid Works (CAD) and these drawings are sent for laser cutting, bending or machining. All fabricating, welding and polishing is done in-house and their spray painting and upholstery is given to preferred suppliers. A complete build is not a fast process and most builds can take an average of over a hundred labour hours.

Retro Prestige Motorcycles pride themselves in their quality and strive to fulfil their motto... "It's not good enough unless it's Prestige".

Retro Prestige Motorcycles can be found at Units 1 and 2, 360 Business Park, Shropshire Street, Paarden Eiland in Cape Town. Alternatively they can be contacted on 021 510 5168. 



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LADIES RIDE 2015

Words: Wymoth Palmer-Pilgrim **Pics:** Various

The idea of the Ladies Ride started some five years back, just after my wife, Anne, started riding her own bike. It then became a passion of mine to get as many ladies riding their own bikes as I could.

With a bit of encouragement you would be surprised just how fast the ladies learnt to ride and it was not long and they could keep up with their male counterparts.

In 2013 the first Ladies Ride was arranged and the venue was Fouriesburg with about 17 ladies riding their own bikes with their partners in tow which totalled about 30 odd bikes. The next year the venue was Sabie with about 11 ladies and their partners attending giving a total of some 20 bikes.

The third Ladies Ride took place this year on the 8th to 10th August, coinciding again with Women's Day, as it did in 2014. This year SuperBike came to the party and offered to be the sponsor for the ride, with free advertising and some gifts for the ladies.

The venue this year was Swaziland, a place that many people seem to think is a "no go" area for biking, but they couldn't be more wrong. It must be the one country, within South Africa, that is close enough for a weekend ride and with roads that twist and turn for as far as you could manage to ride in a day. Once you have tasted the twisties of Swaziland, you will most definitely be going back again, to see more of this lovely country and experience the great biking roads.

The planning for a ride like this, or any ride, starts months in advance, with a recce to the venue and in this case it was Mantenga Lodge in Swaziland. The roads and routes need to be checked, plotted and sent out to be downloaded onto the various GPSs. Even the border posts are checked for ease of access and departure. For this ride the border post used was Sandlane/

Nerston border post.

After a few e-mails to the ladies and a few adverts posted via our club, BMW Motorrad Club Central, and also through SuperBike Magazine, the bookings started to come in and soon the quota of rooms allocated to us were filled. We had the 18 rooms booked with little difficulty. With all that done it was then time to wait and get ready for the adventure. For many ladies it was their first time in a foreign country and for some their first long ride with a group of this size. The head count at the start was 17 ladies and 16 guys with 33 bikes in total.

The morning of the departure arrived and not a minute too soon because it had been a long wait. The skies on the 8th August were crystal clear, the temperatures were the lowest they had been for some time, dropping down to -1C even before we reached the starting point which was the Sasol garage on the N17 near Kinross. For most, a breakfast was enjoyed and the normal banter was to be heard. One could see some riders were a bit nervous but all were keen to get the ride started. After a briefing by myself the bikes started and headed out on the ride to Swaziland. The third Ladies Ride had officially started at the official starting time of 09h01. The first stop for a leg stretch and petrol was Ermelo and the next stop would be the border crossing into Swaziland. The ride proved to be incident free and nobody got lost.

As promised the border crossing at Sandlane/Nerston was an absolute breeze, we were the only people at the border, maybe something to consider when a large group is entering Swaziland. The first stretch of road into Swaziland was a mixture of good, bad and



fantastic. It is strange that only sections of road are repaired and other parts are left to deteriorate so badly. This, however, did not deter the ladies on their ride and potholes were just minor obstacles in the road. All the practice dodging potholes at home was finally paying off. The roads entering the area where we were to stop for lunch were adorned with flags, as if they knew it was our route for the Ladies Ride so I took the credit for organising this for the ladies. Lunch was had at House on Fire before we all headed to the lodge.

Mantenga Lodge is a great venue for a crowd with a central setting and a great backdrop of the mountains. The rooms are decent, the food good and the service great. As usual the group took over the dining area and created one long table. Not sure what the rest of the people thought but the table was filled with laughter and banter, not to mention the empty beer and wine bottles. It was all great fun though, great to see so many people enjoying themselves and new friendships being made. There was even a challenge thrown my way by a certain lady rider (who shall remain nameless) who challenged me to a drag race at dawn, with a Harley Davidson, no less. In time the challenge had quite a few restrictions placed on me, to ride "only in chaps", a seven minute start for the HD and a blindfold for myself. Also it had to be on a long straight stretch of road, well that ruled out the entire challenge, there are no long straight stretches of road in Swaziland. The challenge however came to nought because the HD never turned up at dawn as the red wine had taken its toll.

The ride for the Sunday was a route of some 260km taking in some of the best roads Swazi can offer. Just after 09h00 most of the bikes started off with the first stop at the glass factory. After a petrol stop it was onto the highway which is a great place to start one's ride and to get into the twisties. The highway snakes around the mountains and with the limited number of cars it makes for some great riding. Many of the ladies found their "biking feet" and did not hold back showing their partners what they were capable of. After a short stop at the glass factory it was back on the road again. A few bikes went off ahead to do some riding of their own and a few wanted to try the road to Bulembu border, catching up with us again at the turnaround stop in Piggs Peak. The breakaway group even tried to fool us into thinking that they did a river crossing, maybe next time they will remember to switch on their bikes and take them off the side stands when crossing a river! The four that went to Bulembu joined us covered in dust because the road there is now worse than ever and one of the ladies put her bike down but fortunately there was no damage or injury.

The next stop was on the Magugu Dam wall for some photos, where we got photo-bombed by another (slower) group of bikers. After the stop the plan was to head to the Botanical Gardens. By the time we stopped at the Botanical Gardens the group had dwindled down to 6 bikes. The others seemed to have followed a small group that called it quits and headed to the Lodge. One chap even managed to lose his wife, even though they were in communications with each other. Our group



arrived back at the Lodge around 16h00 and it was not long and all the bikes were all accounted for again.

Again the table size grew and at around 18h00 the entire group was once again seated and all you could hear were stories of the day's ride and plenty of laughter. By 21h00 most of the table had wandered off to bed so it must have been a good ride because so many turned in early.

The next morning it was home time. After breakfast and a photo shoot the bikes started pulling out, homeward bound. After a bit of a detour (all planned) it was back into the mountains past Foresters Arms, one of the most scenic routes, but also the bumpiest roads. The GSs handled them well but the sportier type bikes and the HD found it a tad bumpy. The border crossing again was great. After we all got through it was homeward bound via Caroline, Bethal and

then onto the N17 and home. After Carolina the group split up a bit, some due to traffic, tollgates and the odd wrong turn, but all eventually got home in one piece.

Thanks again to all the ladies that took part in the ride and their partners for looking after the ladies. A special thanks to my wife, Anne, for her help and assistance on the ride.

Special thanks to Clinton Pienaar and the SuperBike team for your sponsorship and taking on the Ladies Ride as a ride you will be involved with in the future. From all the ladies and their partners, we wish you all the best Clinton and a speedy recovery after your accident.

The destination for the 4th Ladies Ride 2016 has already been decided – Botswana 6th – 8th August 2016. See you all there, until then, ride safe and enjoy. 



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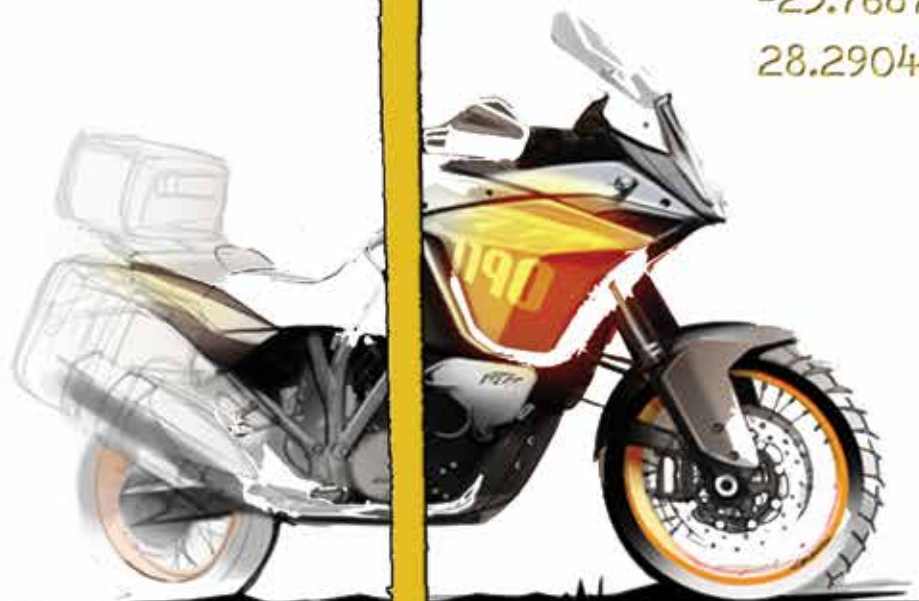
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NITE X

Words: Mike Puzey Pics: Meghan McCabe



Bikers Warehouse, just off Malibongwe Drive in North Riding, is a large retail store selling over thirty-five models of motorcycles, ranging from the premium Husqvarna range right through to folding, portable Uber scooters as well as offering a wide range of accessories.

In January 2015 Puzey's Bikers Warehouse started the first-of-its-kind enduro night racing series at their in-house enduro track and named it 'Nite-X'. So far this year, after just three races, with another two planned for the remainder of 2015, this series has definitely created a huge buzz in both enduro and off-road circles. For 2016 a

full race series is planned but dates have not been confirmed, however, there is talk of two events which will consist of the normal Nite-X racing on Saturdays for all riders and then an Impact Nite-X on Friday evenings for pros. The latter event will comprise of extremely technical racing and will make for great viewing so don't miss the action as it will be awesome to watch.

For more information on this event simply like the Bikers Warehouse Facebook page and you will get all the updates as things unfold. Alternatively check their website.

By the time you read this, Nite-X four will almost be upon us, with the date being 5th September. It is expected to be a huge event if Nite-X three was anything to go by with its 100 plus riders



and 1,800 spectators! Nite-X four is envisaged to be even bigger and, with the event being pitched as rideable but technical, it is attracting some of the big names from the enduro technical scene as well as some top motocross boys as well. The likes of Dave Goosen (MX), Richie Vander Westhuizen (MX), Brian Capper (enduro), and even lady racers like Kirsten Landman (enduro), will all be there to battle it out. Included will also be races for kids as well as races for the large group of club riders who have a great time honing their skills and hanging on for dear life as best they can for at least three laps which include tight turns, berms, rocks, the water rock face jump, a shaky bridge, mud crossings and a number of truck tyres, all of which make for some great obstacles to be found at Nite-X.

The event is made up of a sequence of elimination type, three to four lap short races which are run one after another. At around 17h30 there is a short break for the crowd to refresh themselves with food and drinks which are well catered on site by the local Super Spar. After the break spectators get comfortable for the big night action races while the flood lights are switched on to totally change the vibe of the racing and give the event a club atmosphere. The racing then resumes with those that make it through time trials and are shortlisted to partake in "last chance" qualifier rounds which is then followed by the big final races in each class that keep the crowd on their feet right until the end.

So if you have nothing to do for this coming event and live in Gauteng, make sure you get yourself to Puze's Bikers Warehouse for this fun-filled event. 



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WHAT'S IN A PATCH?

Words: Natalie Brits based on the Pretoria Bikers Council

It is actually amazing how many letters and phone calls I have received because of these articles and, please believe me, some of them have not been pleasant.



I would like to stress again that these are not my protocols but are taken from the Pretoria Biker's Council and as such are a guideline for the general public. So based, once again, on these protocols, let's move onto the next chapter of this series which is when you become a prospect.

At this stage, you will need to realise that you are not a full member but merely a probationary member. You have made the first step by passing the hang around period, but there is a long, hard road ahead so don't pat yourself on the back just yet. Generally, an MC will have a longer prospect period than an MCC, but

this will depend on the club's rules.

You will be watched, tested, tested again, watched again, and every time you get evaluated. Sometimes you may be led into situations where you can easily be tempted to do the wrong thing but you need to always do the right thing. You'll know what is expected of you because during this period you will be taught certain things. You'll be told in no uncertain terms what is required of you, sometimes in a firm and gentle way but, at others times, you may just learn the hard way.

To be really good prospect you will need to learn all members' names as

well as their occupations and hobbies and anything else that you possibly can. A club is a brotherhood and in order to be accepted as part of this brotherhood you will need to be a brother. You will be expected to be available to attend all events and you must participate wherever you can. Prospects are expected to do as they are told or instructed, this is not negotiable and you will get all the dirty jobs. Remember to do them with a smile and know that every job done is a step closer to being part of the club.

You will need to accept and remember every lesson you are taught because you are learning the meaning of respect and

discipline. It will not help to throw tantrums or try and buck the system so you will need to make sacrifices to become part of the club. Should you be in a situation that goes against your values or morals you have quite simply chosen the wrong club.

During this prospect period a road name will be picked for you. This name indicates who you are when in club attire. The road name will be short and describe your personality or something that happened to you. Should your probation time be extended for any reason it will mean that you have messed up somewhere and you should talk to your sponsor. Your sponsor (the guy who introduced you to the club) is your closest mentor. He is responsible for you and must answer to the members for your actions, so don't make his life difficult.

There are a few things to bear in mind while you are still a prospect which are frowned upon and so should be remembered. Firstly, unless you have an exceptional circumstance, for example a family emergency, never leave a patch

holder anywhere and always stay until the end, especially out of town. Secondly, never contradict a patched member, or challenge their point of view. Learn to keep your mouth shut about club business whenever chatting to anyone. You never know if they have set you up to blow your mouth off and you will be tested. Remember never to drink "on the job". If you have been told to watch the bikes whilst they enjoy the party, you do it dry, unless one of them brings you a beer, which is a very good sign for you. Always request permission to do something when you are with club members. No matter how difficult a situation is you will need to show respect, or you may learn it the harder way and throw away everything you have worked so hard to achieve.

If you decide to get out, leaving could be difficult, no matter how you approach the situation. You'll have attended club meetings and gotten to know the intimate and private business of the club. They will regard your leaving as disrespect to all of them and there will be issues. I can't give guidelines

here, but you'd better have a good (and believable) reason for dropping out and this is not a matter to be taken lightly.

To sum it up, the prospect is a probationary club member who must still prove that he has what it takes to become a full club member, but he is a club member nonetheless. Prospecting should not be looked at as a necessary evil, but as a labour of love. It's been one of the core traditions of serious bike clubs since the beginning. This is the single most important part of learning to be a Brother and becoming one with your club.

When the day comes that the club makes you a fully patched member and call you Brother, you will know what you need to know. You will understand many things that can't be fully explained here. You will experience an intense satisfaction and feeling of belonging that only those who have walked this road before will understand. **SB**



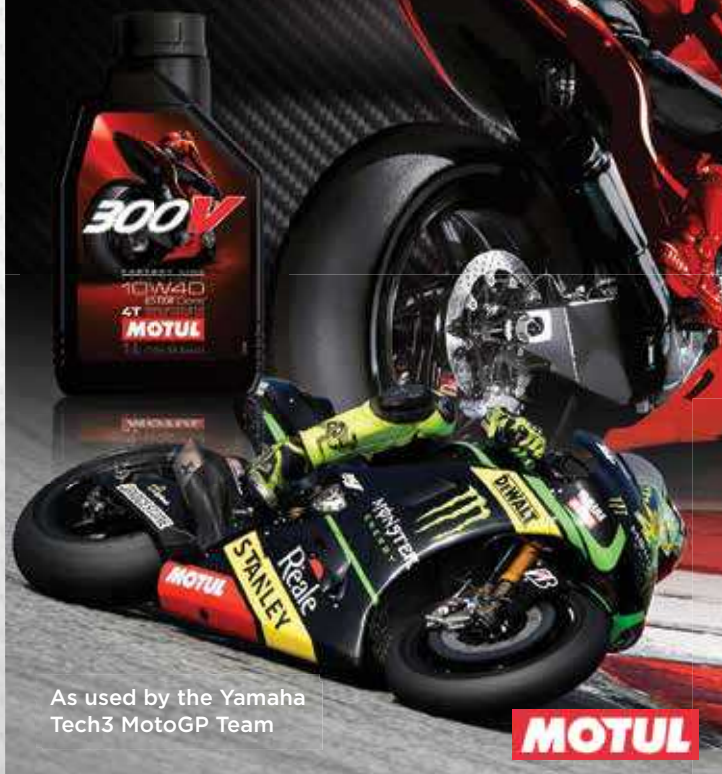
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PLUG ISSUES

Q I read the article on a guy's BWS who mentioned his clutch problems and I now have a question for you regarding my six year old BWS.

The thing keeps on breaking plug caps! The little wire inside the cap that holds the cap onto the plug breaks off and then the cap falls off, and the bike stops, and you're bugged. It is an NGK cap so I expect more from them and I'm sick of replacing it, and when I do it does the same again!

So please give me any advice on this irritating matter and while I'm here what plug number would you recommend, because I seem to get through those a lot as well.

Shane

A Yes, those Bakelite type plug caps do indeed seem to break up on a BWS – the stock cap never seems to give problems though. But, if you go to a motorcycle dealer and buy this blue silicone cap, also from NGK for around R45, it will cure the problem. You'll also have to screw the 'bullet' end back on to the top of the plug, which eliminates that wire thing inside the cap and will then have a much more secure attachment.

As for the plug number, it depends on what's been done to your bike, and make sure the air filter is also clean because this will cause the plug to foul as well. The stock plug is a B7HS, but we'd recommend an '8' for slightly modified, or perhaps even a '9' if it's been tuned. Try these and see what works because they're relatively cheap plugs to buy.



WEAVING

Q I've now owned my precious Honda Blackbird for 12 years and during our symbiotic relationship we've covered just over 87,000km, with no problems besides a broken battery that I've replaced.

However, recently my 'bird has developed an annoying little weave that seems to be exaggerated when I pass over white lines or repair bands in the road surface.

My tyres are relatively new and I run the correct pressures as suggested in the owner's manual. I've also checked the head bearings and they are smooth and tight. All of the wheel bearings are in a similar good shape as well.

So what would you guys suggest I check over next? Any help will be well received and thanks again for your 'free' technical advice and support.

James Mitchell

A There's one, or two actually, things that you haven't mentioned. They're called the swing-arm bushes or bearings. And with a bike of this mileage and power we would most certainly say that this is your problem and they will cause the bike to perform a weave when worn, especially over white lines and the like.

So take out the back wheel, remove everything else that needs to be removed and pull out the swing-arm, and then you'll be able to see and remove the offending parts.

Honda dealers will be able to order the parts for you and they're relatively easy to fit and then find the correct torque settings off the Net for the swing-arm shaft and tighten everything up. Then you'll be back to where the bike's handling should be.

TYRE CHANGE

Q Hi there, I own a Yamaha R1, 2008 model. I ride it primarily on the road and do the odd track day or two.

My question is that I've recently bought a set of second hand Metzeler Interact race tyres and I would like to know the disadvantages, if any, of turning them around so I can wear them evenly on the other side. The left side having more wear than the right, but they're still fine? If this is too dangerous an operation then please let me know before I do it, and thanks for your time.

Tim Martins

A It's fine to turn them around. It just takes a few laps to 're-grain' the other side, with no adverse effects. The construction of the tyre is designed to work in one direction but in racing it is common practice to turn them around and I've never seen any trouble from doing so.

The only down side on the road could be less traction in wet weather. The grooves in the centre will now direct water towards the centre of the tyre instead of away from it. So if riding in the rain just be aware of that and ride accordingly. Otherwise go ahead with the reversal.

HONDA NC700X NEUTRAL GEARBOX

Q I use a Honda 2011 NC700X for my daily commute and I love it. For what it was designed for, it does the job exceptionally well.

My only gripe is the gearbox. It's as if the neutral position quietly sneaks around the box and pops up at the most inopportune moments between gears where one would not expect it to be. On a quick pull-off one often ends up with 'neutral' selected between any gears from 2nd to 4th. Even when shifting through the gears at a slower but more pronounced manner I end up double de-clutching at some point (almost on every up-shift sequence), just to get through the unexpected 'neutral' position. Is this what one has to live with when buying a 'cheaper' bike, that has a 'clunky' gearbox or is this something I can have fixed under warranty, as I do not know if all NC700Xs suffer from this, or is it just my particular bike?

Mark

A I doubt very much if Honda would release a bike with this sort of problem, ever. If it's just a case of not achieving a positive selection you might want to check the position of the gear lever in relation to your foot. If it's set too high it could cause this problem and I don't know if the gear lever is adjustable on this bike so please check it yourself. If so try lowering it?

We've also been informed that there was a recent recall on this bike regarding the chain, making the gear change 'snatchy'. Honda say if your bike hasn't been fitted with a D.I.D. chain take it back to your dealer for a replacement, they will know what we are talking about, so enquire further? But on another note, if the gearbox is still bad after these changes there may be something internally wrong. It therefore will be under warranty and fixed accordingly by Honda.

NON-STARTER

Q I have a Jonway scooter and I just cannot get it to start. The warranty has expired so I'm trying

to fix it myself. The engine has only done 7,560km. I've checked all the hoses and cleaned out the carb, fitted a new fuel and air filter and the automatic choke seems to be working because I connected it to a battery and saw it move, as recommended. I've also fitted a new spark plug. Any ideas?

Neil Long

A Check the inlet manifold rubber to see if it's perished, but we doubt it with only that mileage on the bike. So we would say you have tight tappets, which is very common on these types of air-cooled engines. So take off the body panels and then the tappet cover, turn over the engine until one valve goes down and check the other for free play. If not, back off the nut and give it some. Then do the other. We are positive this will be the problem because we get it a lot. Check your manual for the clearance gap or call Jonway (jonway.co.za) if you don't have one.

MISFIRE

Q My 2001 Kawasaki ZX-12 (with 72,000km on the clock) has a very annoying misfire and I just cannot seem to find the problem so I'm hoping you can help? I've cleaned and gone through everything I can think of but after hours of swearing in the garage the problem is still there.

If you could shed any light on where to look next I would be eternally grateful.

Colin

A If you haven't changed your spark plugs, and we doubt you have one in particular, it will certainly be that. You see number four plug is just about impossible to get to without dropping the motor forward or making some kind of spanner to get under that 'up and over' box frame.

Most shops when servicing tend to change just three plugs and ignore that troublesome fourth because of the time consuming and frustrating work involved to get to it.

So we'd check that first and it might just be quicker to remove bolts and tilt the engine forward, as suggested in the manual!



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Words: Natalie Brits
Pics: Gareth Davidson

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www.goldrand-hog.hd-dealersite.com.

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DRAG RACING

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Words: Gavin Foster **Pics:** Various

He was trying to break Ed China's world speed record for furniture on a supposedly street-legal 145km/h V8 sofa.

Nobody really knows when the first impromptu motorcycle drag race took place, but it wouldn't have been too long after the first two steam motorcycles crossed paths in the 1860s. Whatever their means of propulsion, you can guarantee that early motorcyclists saw any new arrival on their turf as a mortal insult demanding a challenge. The USA, followed by Sweden, is the home of formalised drag racing today, but it seems that Perry's Pommy predecessors may just have got in first. According to trakbytes.co.uk the first organised sprint meeting in the UK took place on a public road near Colchester in June 1899, and by 1905 things were well enough organised for a Brighton road, clad with that new-fangled tarmac stuff, to host a four-day event incorporating a flying mile for the faster vehicles and a standing mile for the slowcoaches. A post-event dispute with residents over the cost of repairing the tarmac afterwards put paid to any ideas of a follow-up event, but it was revived after WW1 when in 1923 the Brighton & Hove Motor Cycle and Light Car Club staged a series of timed knockout races over a standing half-mile course. Similar tussles no doubt took place worldwide, and in the USA impromptu races were routinely held on dry lake beds, airfields and suitable public roads countrywide. The racers gradually formalised their sport

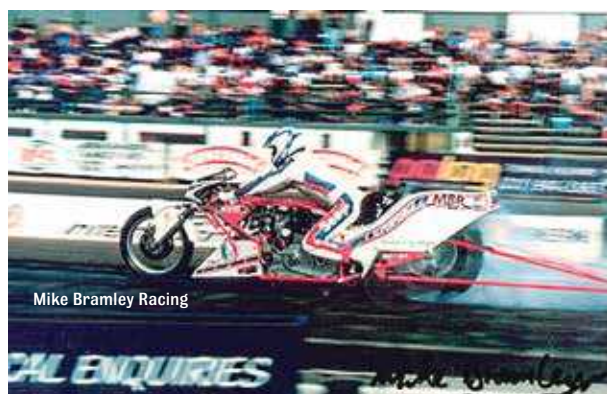
with rules and classifications, and in 1950 a man called C.J. Hart introduced America's first drag strip purpose-built for racing. A newly-formed controlling body, the National Hot Rod Association (NHRA) then organised a travelling road show, the Safety Safari, to put on drag races across America to promote the sport and introduce rules and safety standards, and in the next decade hundreds of drag strips sprang up around the country. The Yanks have led the way in drag racing ever since.

Why is it called drag racing? One theory has it that would-be competitors would cajole their friends to drag their cars or bikes out of the garage or shed to test their mettle, but it's more likely that the name evolved from the informal races that were so often held in the "main drags" of small towns across America.

Drag racing today is massive in the States, with 40 000 members of the NHRA alone competing in more than 200 classes on 300 racetracks, and the very specialised machinery competing at the highest level is explosively quick – and expensive. Four wheelers in the quickest class, burning nitro methane fuel, produce 10 000+ hp and reach top speeds of 530km/h in less than 4 seconds, using perhaps 80 litres of nitro methane at R225 per litre. The engines are completely rebuilt in just over an hour between every run, which means that at 10,500rpm over a four second run the engine has turned over only about 700 times, excluding the warm-up, staging and burnout phases. Top fuel motorcycles, with

but one driven wheel, make do with 1000 – 1500hp to explode down the quarter-mile (400 metres) in around 5.7 seconds at speeds of around 400km/h, gulping down 20 litres of nitro methane per run. Because of the ever-increasing top speeds, top-fuel car competitors now race over 1000ft (305m) rather than the traditional 1440ft (1¼ mile, or 402m). As the cars (and bikes) reach close to maximum velocity within about 200m this doesn't affect the cars' 530km/h top speeds but allows a crucial extra 100m and one second for braking. The bikes, because they only do a lowly 400, apparently don't need this. None but the brave....

SuperBike Magazine contributor Bill Hunter of billysbikes.co.za, who moved to South Africa from the UK 15 years ago, has a dark secret. He was a five-time British drag racing champion in the Super Street Bike class in the 1980s, and spent a few years racing in the USA in the '90s. The Super Street Bikes had to be street legal, with treaded tyres, proper suspension and working lights. Turbochargers and nitrous oxide were allowed, but funny fuels and wheelie-bars were not. "I dominated the class for years and then the rules were changed to allow things like Pro Stock proper drag racing chassis with headlights simply painted onto the bodywork, running on methanol, and they were about a second quicker than everybody else," says Bill. "Entries dropped to ten or so competitors, and that killed it. It was just too expensive so we walked away. I



used mainly air-cooled Suzuki GSX-1100 R and 1150 engines because they had roller-bearing crankshafts, four valve heads and were the strongest motors Suzuki ever built. My bike ended up with 327hp at the end, with a Mr Turbo blower at 1,6 bars and an 80hp nitrous oxide kit in a Spondon frame. It was the first street-legal bike ever to break into the eights, with 8,82 seconds and 174m/ph (280km/h) and held two world records, for speed and elapsed time over the quarter, in 1983. And I used to use it to go to the pub..”

During his years in the USA in the '90s Bill raced NRA Pro-Stock and Funny Bikes. “The core essence of drag racing is still in the USA,” he says. “It’s the purest, most natural form of motorsport - two people, side by side, racing to a given point.” Bill’s best time there was a 7,4 second quarter mile on a 500hp Funny Bike with a turbocharged nitrous-oxide assisted Suzuki GSX motor that ran to 320km/h in the quarter mile. His career highlight, though, was back at Santa Pod in the UK when he won the World Finals in '88. “There was the biggest crowd ever, with a four-day build-up to the final that was held at midnight. There was no recognised World Championship then, and still isn’t, but I’d also won the World Finals (Europe) rounds in Sweden and France.”

What of the dangers? “People don’t realise that it’s not when you’re racing at 320km/h, it’s when you shut off at the end that the danger starts,” he says. “You’re running a fat back tyre with about 0.1 bar pressure, and that’s when it gets scary, when it’s bouncing all over and you’re trying to stop it.”

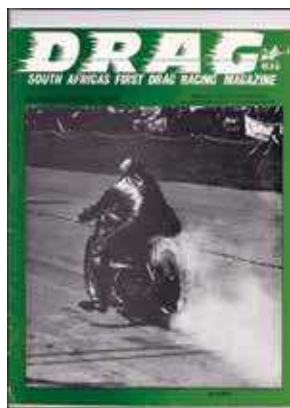
Ah. Trying to stop it! Mike Bramley, the Grand Old Man of South African motorcycle drag racing knows all about that. His only injury in his 25 decades of drag racing that saw him win countless (unofficial) championships happened at the Tarlton drag strip when his 1 300cc twin-engined Triumph’s brake went on strike after he’d crossed the line at 240km/h. “We had no front brakes on the bikes in those days, and I was running in the nines at about 240km/h when the back brake failed” he says. “I went through two barbed wire fences and broke my right hand on a fence post. I wore the soles of my boots right through trying to slow down with my feet!” He got off remarkably lightly, though, because he stayed on the bike all the way.

Mike has always been an interesting character, having in the 1960s been a founder member of the Hells Angels, a multiple SA drag-racing champion and a traffic cop, all at the same time. He was also a genius at getting his bikes to go fast enough to allow him to take full advantage of his lightning-fast reaction times when the lights changed. “Reaction times are very important - the first 60 feet are what drag racing is all about,” he says, “After that you just hang on and go.” Most people don’t know that in drag racing the clock starts only when you launch, not when the lights change, so a slow starter can run a faster time than his opponent but still lose because the laurels go to the first rider to cross the line.

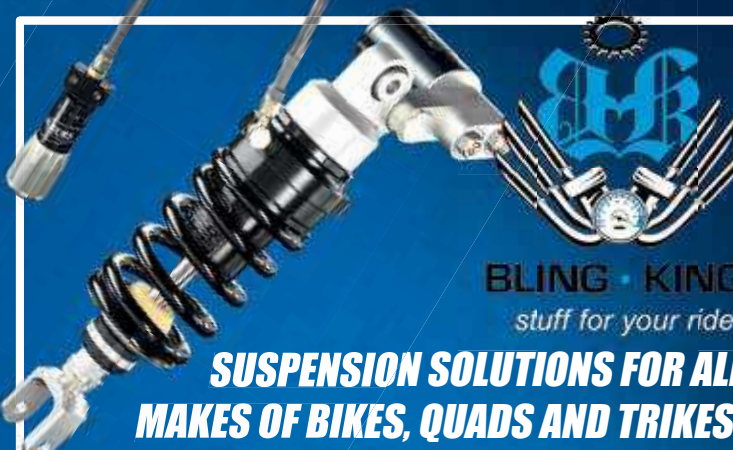
When it came to developing, preparing and riding his drag bikes Mike was some sort of a genius. He built a devilishly quick twin-engined



Larry 'Spiderman' McBride



Bill Hunter



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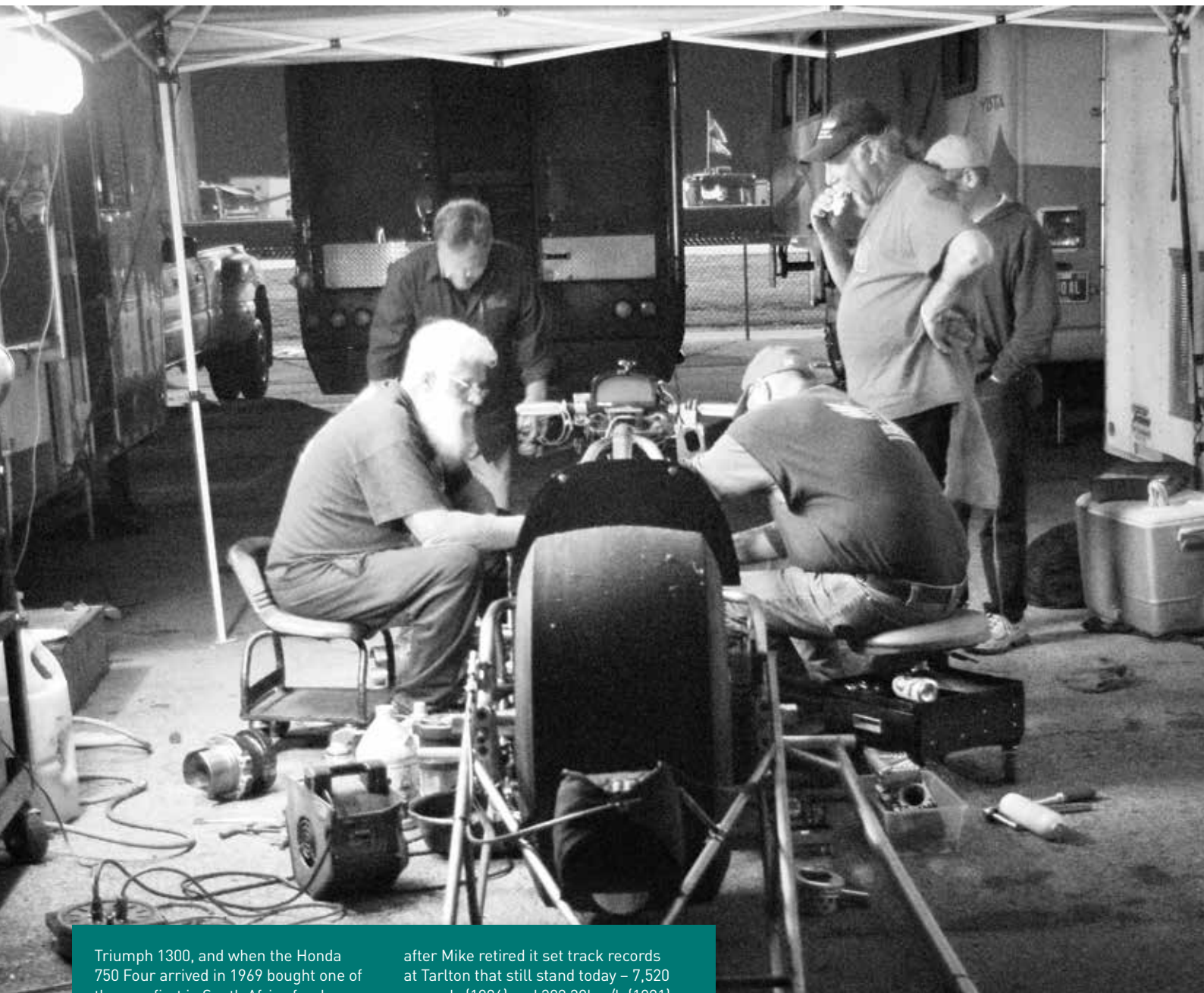
Contact: Thomas Böhm

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E-mail: thomas@rideracademy.co.za

www.rideracademy.co.za

GPS: S25° 02' 30.6" E30° 58' 07.6"



Triumph 1300, and when the Honda 750 Four arrived in 1969 bought one of the very first in South Africa for drag racing. "I was the first in South Africa to get into the 14 second bracket, then the 13's, 12's – right down to the 8's. Wynand Strydom was the first into the 7's but in my next run I was quicker so I was the second." Mike's love of his life was the very special Yamaha XS1100 he developed as a Top Fuel bike in the late '70s and '80s. "I wanted to put the supercharger in the front, so had to turn the motor around but then it turned the wrong way and the bike would have gone backwards. I had to change the firing order, the camshafts – everything. I put in a big-bore kit but when I got into the 8's it couldn't stay together – it started blowing the crankcases in half. I put in big studs and steel plates underneath but it didn't stop." Mike went to the USA to pick up some tips, came back and signed up at Wits University for a course in metallurgy, and then built his own engine – crankshaft, crank-cases, connection rods and all. In his home-built frame with Steve Roth riding it

after Mike retired it set track records at Tarlton that still stand today – 7,520 seconds (1986) and 302,39km/h (1991) for the quarter mile.

With superbikes being as powerful as they are today anybody with R80,000 for a second-hand bike can, with reasonable skills, run a sub-11 second quarter mile off the showroom floor. Even a 600cc Supersport machine will run within a second or so of that, but in drag racing a tenth of a second is like 20 seconds on a Grand Prix circuit. Those who want to explore the adrenaline-pumping world of top-fuel racing with 400km/h top speeds reached in under six seconds had better have a lot of money to throw at their sport. These days you can build your own 1000hp machine with components supplied by various performance shops, but that will still give you the same equipment as a host of other brave wannabe racers who have a couple of million rand and a need for speed. That's where reaction time, mechanical ingenuity and, well, cunning come into play... **SB**



Steve Roth, Mike Bramley and Butch Powell with the record-breaking dragster

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LORENZO PROVES UNSTOPPABLE IN BRNO

Words: MotoGP.com Pics: MotoGP.com

Movistar Yamaha's Jorge Lorenzo emerged victorious from the 'Battle of Brno' after an imperious ride at the bwin Grand Prix Czech republic. The Spaniard was untouchable during the race as he went on to take the win by 4.462s from Repsol Honda's Marc Marquez, with his teammate Valentino Rossi in third. Lorenzo now sits on top of the MotoGP World Championship standings, level on points with Rossi, after taking his 5th win of the season.

Conditions were almost perfect for the MotoGP race at the 5.2km Automotodrom Brno, with the sun shining and track temperatures approaching 42°C. Over 138,000 fans had packed into the grandstands at the iconic track to celebrate the 50th anniversary of the first GP at Brno, and the scene was set perfectly for a showdown between the top three riders in the championship standings. Adding to the intrigue was the fact that all three riders had gone for different tyre choices. Lorenzo on a medium front and rear, Rossi on a hard front and rear, and Marquez with a medium front and hard rear.

Any hopes of a dramatic three-way battle between Lorenzo, Marquez and Rossi were dashed almost immediately, as Rossi got bogged down at the start. The Italian, starting from 3rd on the grid, had worked hard during practice and qualifying to ensure that he didn't let Marquez and Lorenzo disappear at the start of the race as in Indianapolis. It was all to be for nothing though, as he found himself down in fifth at the first corner.

Lorenzo and Marquez immediately opened a gap at the front, which had increased to 1.5 seconds at the end of the first lap. Rossi found himself held up behind Andrea Dovizioso, and by the time he got past on the second lap, the gap to his rivals was already over two seconds.

Marquez was matching the pace of Lorenzo and they were both lapping almost 0.5s a lap

quicker than Rossi and after 6 laps the gap was up to 4 seconds. Lorenzo even started to pull away from Marquez, opening up a half of a second gap over his compatriot by lap 9. This had increased to two seconds by lap 12, with Lorenzo once again managing the gap perfectly as no one had an answer to his electric pace. The two-time MotoGP World Champion went on to take his 38th MotoGP victory by the comfortable margin of 4.4 seconds from Marquez. Rossi eventually crossed the line 10.397s behind Lorenzo to finish third, continuing his run of having finished on the podium at every race this season.

Ducati Team's Andrea Iannone (+13.071s) finished in fourth as he was involved in an excellent battle towards the end of the race with his teammate Andrea Dovizioso and Dani Pedrosa (Repsol Honda). Pedrosa, who was nursing a bruised left foot after his highside in FP2, gritted his teeth to work his way up through the field from 9th on the grid. With 6 laps remaining, he caught Iannone and Dovizioso who were involved in a scrap for 4th at the time.

After Iannone and Dovizioso almost touched, Iannone made a slight break to take fourth, and left his teammate to deal with Pedrosa. Cue an awesome scrap over the last few laps as each rider overtook each other a number of times. Pedrosa (+15.650s) made a move up the inside of turn 11 on the final lap and held on to cross the line in fifth, less than a tenth of a second ahead of Dovizioso (+15.725s).

Monster Yamaha Tech 3's Bradley Smith once again enjoyed a great start from 5th on the grid and found himself up into third at the very first corner. Smith could not quite match the pace of the leaders though, and gradually started falling back through the pack. The British rider fought valiantly and eventually crossed the line as the leading Satellite rider in 7th. His teammate Pol Espargaro was in eighth, ahead of his brother Aleix on the Team



Brad Binder (#41) back on the podium at Brno



Zarco extends his lead in the championship





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Suzuki Ecstar in ninth, with Octo Pramac Racing's Danilo Petrucci completing the top ten.

Petrucci's teammate Yonny Hernandez followed him across the line in 11th, ahead of Scott Redding (EG 0,0 Marc VDS Racing) and the two Factory Aprilia Racing Team Gresini RS-GP's of Stefan Bradl (13th) and Alvaro Bautista (14th).

Forward Racing's Loris Baz pulled off the perfect result for his team on their return

after being forced to miss the Indianapolis GP due to financial issues. The Frenchman crossed the line in 15th to take the Open class victory by less than a second from Avintia Racing's Hector Barbera in 16th. Nicky Hayden (Aspar MotoGP Team) was next across the line in 17th as the leading Open class Honda.

There were crashes for Eugene Laverty (Aspar MotoGP Team), Cal Crutchlow (CWM LCR Honda) and Maverick Viñales

(Team Suzuki Ecstar) while Alex De Angelis (E-Motion IodaRacing Team) was forced to retire.

Lorenzo's win sees him replace his teammate Rossi at the top of the MotoGP™ World championship standings. Although both are level on 211 points, Lorenzo has the advantage as he has won five races compared to Rossi's three. Marc Marquez (159pts) remains in third, 52 points behind the two Movistar Yamaha teammates.

Lorenzo takes over the lead in the championship



MotoGP Championship standings

1. Jorge Lorenzo	211
2. Valentino Rossi	211
3. Marc Marquez	159
4. Andrea Iannone	142
5. Bradley Smith	106
6. Andrea Dovizioso	104
7. Dani Pedrosa	91
8. Pol Espargaro	81
9. Cal Crutchlow	74
10. Danilo Petrucci	63

THE START OF THE SILLY SEASON

Words: WorldSBK.com **Pics:** WorldSBK.com

With the 'silly season' in full swing, WorldSBK.com took time out at the last round in Malaysia to catch up with Paul Denning, team owner of Voltcom Crescent Suzuki. Is the English-based outfit set to end its long-term partnership with Japan's Suzuki?

"The fundamental and first point is to understand Suzuki's intention in World Superbikes," Denning explains in an exclusive interview. "I can't negotiate with riders until the manufacturer's position is clear. It's no secret within the industry that a new GSX-R is coming. We need to understand when that machine will be available to the team and fundamentally if Suzuki are in World Superbikes for next year."

This is definitely long overdue at Suzuki's end of the table and we think that Paul Denning and his team are really making the current Suzuki look better than it actually is. We hope that the new bike will be revealed soon and that they will be placing riders on them for the 2016 season.

Yamaha have said that they will be returning to the World Superbikes grid next year with their new Yamaha R1. The bike has not really performed as good as what the spec sheets boast but, in full superbike trim, we have no doubt that it will be a real contender.

On MV Agusta's front and over recent weeks, talk has amounted in the World



When will we see the new GSX-R?



Sam Lowes is pretty much over-riding that bike this year



Awesome slide by Tom Sykes, but sliding doesn't make you the fastest, Tom!

Superbike paddock that MV Agusta Reparto Corse could attack next season with a two-pronged challenge, putting another rider alongside Leon Camier. However, as Team Principal Brian Gillen explains, this might not be the key to success.

"We are looking at the different options for next year: to continue with just Leon or with a second rider." Gillen tells WorldSBK.com. "To be quite honest, with the amount of effort Leon has

put into the programme, on one side we want to give all of our resources, all of our energy and all of our focus just to Leon, to give him the bike he needs to put him into the position we are convinced he can obtain."

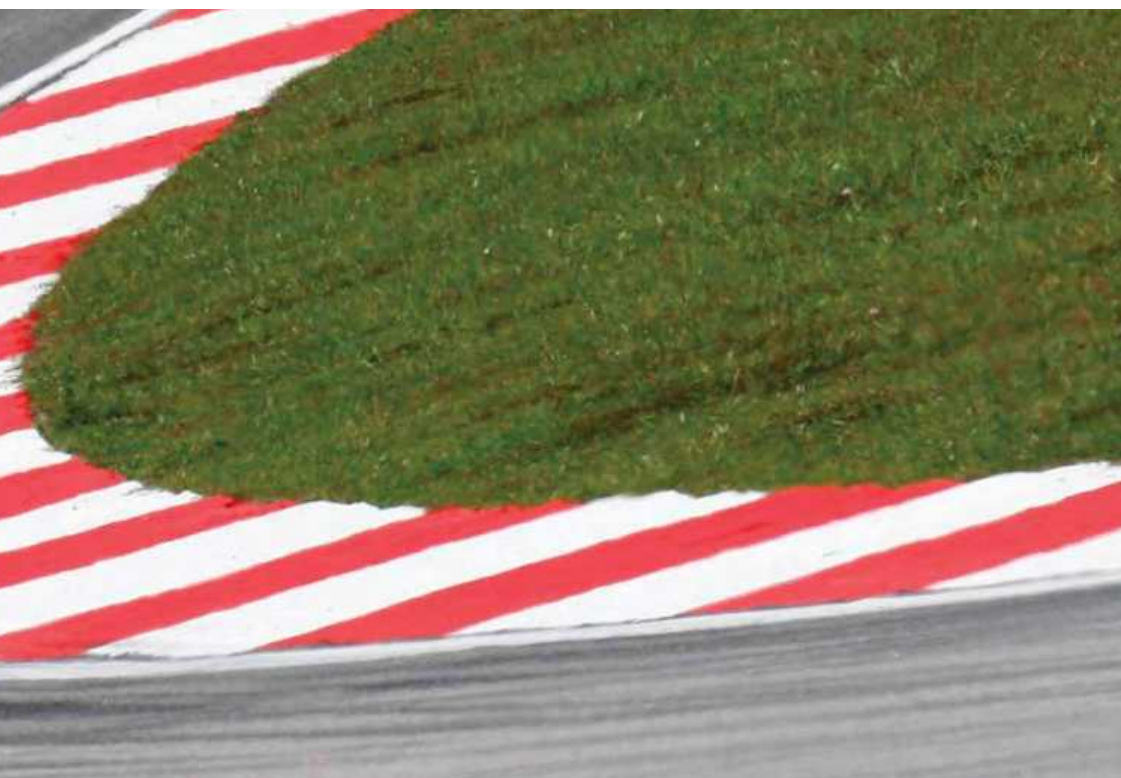
Let's hope that with all the firm goals in place that 2016 might be one of the most spectacular years of racing since the 'good old days' of world superbikes.



Davies is on form lately, hopefully he can maintain this



The move that halted Rea from winning the title in Malaysia



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BACK TO RED STAR RACEWAY

Words: SuperGP.co.za Pics: Eugene Liebenburg



The DEOD SuperGP Champions Trophy heads back to Red Star Raceway in Mpumalanga for the penultimate round of the series on Saturday, 22 August 2015. This will be the second visit to the circuit just outside Delmas but for the riders it will be a new challenge as this time they will be negotiating the four kilometre long circuit in the opposite direction.

At the last round in East London only one heat in each class was possible before the rain fell so hard that the race officials were forced to cancel the second heat. Back on the Highveld at the tail end of winter rain is unlikely to be a problem.

Defending champion Clint Seller (NeoLife Africa Yamaha R1) mastered the tricky conditions in East London to extend his lead in the championship race over

Mathew Scholtz (EmTek Racing Nashua Yamaha R1) to 17 points but it was Scholtz who took a double victory last time the riders were at Red Star and he will be looking to repeat the feat this time round.

Lance Isaacs (Black Swan Racing / BMW Motorrad S1000RR) and Brent Harran (RD Racing Odin Powersport Kawasaki ZX10R), who missed the last round after breaking his wrist in a snowboarding accident, still have a mathematical chance of challenging for the title but will need Seller and Scholtz to have at least one very bad day.

Nicolas Kershaw (Tsunami Beach Bar, BMW Motorrad S1000RR) and Brandon Goode (EmTek Racing Nashua Yamaha R1) have both shown that they have the pace to run with the leaders this season and will be looking to mount a serious challenge.

Super600

Steven Odendaal (NeoLife Africa Yamaha R6) still has a substantial 28-point lead at the top of the Super600 log but there are a trio of riders that are looking to reduce that advantage. Michael White (Consortium Shipping Kawasaki ZX6) is the closest but Adolf Boshoff (Indy Oil Toy Store Kawasaki ZX6) won last time out at East London. Blaze Baker (Russell Wood Kawasaki ZX6) was quick at the last round but the rain in the race caught him out a couple of times.

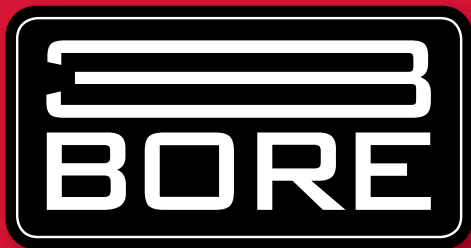
Anthony Shelley was immediately on the pace when he has his first outing with EmTek Racing Nashua Yamaha R6 at Red Star and should be up with the leaders again. Nicole van Aswegen (Triumph SA / Women in Motorsport Triumph 675),

Boshoff won in spectacular fashion down in East London



Seller en route to another title





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Malcom Rudman (Kawasaki ZX6) and Darrien Kayser (Uncle Andy Racing Kawasaki ZX6) will all be looking to add to their tally of championship points.

SuperJunior

William Friend won both heats last time out at Red Star and followed that up with a slightly fortuitous win in East London to lead the SuperJunior championship by 43 points from Dominic Doyle. Luca Coccioni is just two points behind Doyle with Brandon Staffen just a point further back.

Tyreece Roberts is the best of the rest with Lance Marais, Reinhold Joubert and Jenna Eekhout not far behind.

The SuperGP categories will be joined on the day by riders from the regional BOTTTS category.

Tin Run Tour

Motorcyclists have always been known for their support of charitable causes and spectators at SuperGP events this season have confirmed that. Over 2000 tins of food have been donated to charity by spectators who have been given free admission to DEOD SuperGP Champions Trophy events in exchange for a tin of food.

This initiative, known as the Tin Run Tour, will be part of the Delmas SuperGP and spectators arriving at the track on motorcycles before 10h00 will again be given free admission in return for a tin of food.



Supersport superstar, Daryn Upton, from way back made a wild card appearance and finished on the podium even after a crash



Mathew Scholtz



Mike White

Blaze Baker trying too hard too soon and ends his race early





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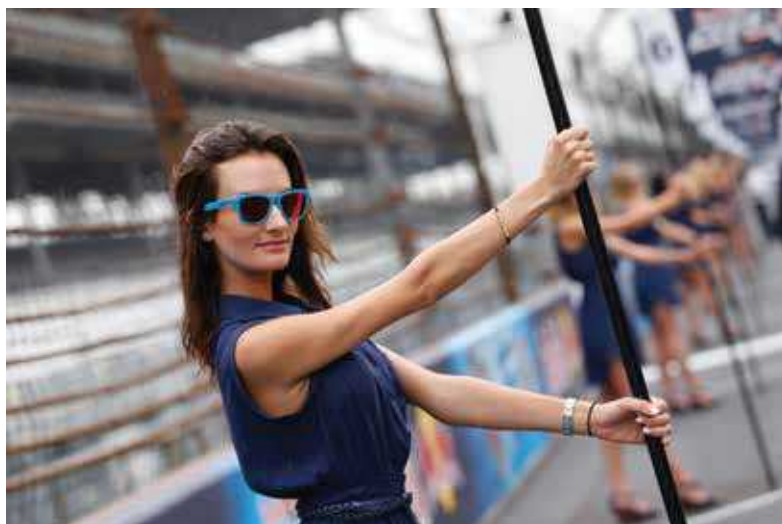


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Weight: 214kg
Seat Height: 840mm
Fuel Capacity: 24L

CAPANORD TRAVEL PACK R169 900



Engine: 1,197cc
Power: 125hp
Torque: 113Nm
Weight: 214kg
Seat Height: 840mm
Fuel Capacity: 24L

CAPANORD RALLY R189 900



Engine: 1,197cc
Power: 125hp
Torque: 113Nm
Weight: 214kg
Seat Height: 840mm
Fuel Capacity: 24L

TUONO V4 1100 RR R179 900



Engine: 1,077cc
Power: 175hp
Torque: 120Nm
Weight: 184kg
Seat Height: 825mm
Fuel Capacity: 18.5L

TUONO V4R FACTORY R219 900



Engine: 1,077cc
Power: 175hp
Torque: 120Nm
Weight: 184kg
Seat Height: 825mm
Fuel Capacity: 18.5L

BB3 R449 900



Engine: 999cc
Power: 190hp
Torque: 112Nm
Weight: 179kg
Seat Height: 820mm
Fuel Capacity: 17L

DB5R R259 900



Engine: 1078cc
Power: 98hp
Torque: 105Nm
Weight: 169kg
Seat Height: n/a
Fuel Capacity: 16L

BMW Motorrad



www.bmwmotorrad.co.za

F 700 GS R128 100



Engine: 798cc
Power: 75hp
Torque: 77Nm
Weight: 209kg (w)
Seat Height: 820mm
Fuel Capacity: 16L

F 800 GS R137 345



Engine: 798cc
Power: 85hp
Torque: 83Nm
Weight: 214kg (w)
Seat Height: 880mm
Fuel Capacity: 16L

F 800 GT R142 585



Engine: 798cc
Power: 90hp
Torque: 86Nm
Weight: n/a
Seat Height: 800mm
Fuel Capacity: 15L

F 800 R R124 800



Engine: 798cc
Power: 90hp
Torque: 86Nm
Weight: 202kg
Seat Height: 790mm
Fuel Capacity: 15L

F 800 GS ADV R155 480



Engine: 798cc
Power: 85hp
Torque: 83Nm
Weight: 229kg (w)
Seat Height: 890mm
Fuel Capacity: 24L

R 1200 GS LIQUID-COOLED R197 015



Engine: 1,170cc
Power: 123hp
Torque: 125Nm
Weight: 238kg
Seat Height: 850/870mm
Fuel Capacity: 20L

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R 1200 GS ADVENTURE-LC R217 170



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 238kg
Seat Height: 890/910mm
Fuel Capacity: 30L

R 1200 GS TROPHY R164 920



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 238kg
Seat Height: 890/910mm
Fuel Capacity: 30L

Model displayed may differ to actual model

R 1200 R STYLE 1 R175 350



Engine: 1,170cc
Power: 110hp
Torque: 119Nm
Weight: 203kg
Seat Height: 800mm
Fuel Capacity: 18L

R 1200 R STYLE 2 R176 350



Engine: 1,170cc
Power: 110hp
Torque: 119Nm
Weight: 203kg
Seat Height: 800mm
Fuel Capacity: 18L

R 1200 RS STYLE 1 R173 750



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 231kg
Seat Height: 790mm
Fuel Capacity: 18L

R 1200 RS STYLE 2 R176 250



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 231kg
Seat Height: 790mm
Fuel Capacity: 18L

R nineT R159 000



Engine: 1,170cc
Power: 110hp
Torque: 119Nm
Weight: 208kg
Seat Height: 785mm
Fuel Capacity: 18L

R 1200 RT R201 240



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 221kg
Seat Height: 805/825mm
Fuel Capacity: 25L

K 1300 S R197 985



Engine: 1,293cc
Power: 175hp
Torque: 140Nm
Weight: 228kg (d)
Seat Height: 820mm
Fuel Capacity: 19L

K 1300 S Motorsport: R221 900

K 1600 GT R229 800



Engine: 1,649cc
Power: 158hp
Torque: 175Nm
Weight: 306kg (d)
Seat Height: 810/830mm
Fuel Capacity: 24L

K 1600 GT Sport: R233 600

K 1600 GTL R257 990



Engine: 1,649cc
Power: 158hp
Torque: 140Nm
Weight: 321kg (d)
Seat Height: 820/830mm
Fuel Capacity: 24L

K 1600 GTL Exclusive: R289 500

S 1000 XR R209 650



Engine: 999cc
Power: 160hp
Torque: 112Nm
Weight: 228kg
Seat Height: 840mm
Fuel Capacity: 20L

S 1000 R R178 845



Engine: 999cc
Power: 160hp
Torque: 112Nm
Weight: 207kg
Seat Height: 814mm
Fuel Capacity: 17.5L

S 1000 RR R214 550



Engine: 999cc
Power: 193hp
Torque: 112Nm
Weight: 178kg (d)
Seat Height: 820mm
Fuel Capacity: 17.5L

Forged Wheels Version: R232 000



www.bikerswarehouse.co.za

Café 600 R69 990



Engine: 599cc
Power: 76hp
Torque: 55Nm
Weight: 190kg (d)
Seat Height: 790mm
Fuel Capacity: 18L

TREK 1130 R124 990



Engine: 1,131cc
Power: 132hp
Torque: 112Nm
Weight: 208kg (d)
Seat Height: 850mm
Fuel Capacity: 22L

TREK AMAZONAS 1130 R114 990



Engine: 1,131cc
Power: 137hp
Torque: 112Nm
Weight: 208kg (d)
Seat Height: 860mm
Fuel Capacity: 22L

CAFÉ RACER 1130 R109 990



Engine: 1,131cc
Power: 137hp
Torque: 120Nm
Weight: 195kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

TNT 160 - 1130 CARBON R139 990



Engine: 1,131cc
Power: 158hp
Torque: 120Nm
Weight: 199kg (d)
Seat Height: 830mm
Fuel Capacity: 17L



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HYPERMOTARD RED R139 000



Engine: 821.1cc
Power: 110hp
Torque: 89Nm
Weight: 175kg
Seat Height: 870mm
Fuel Capacity: 16L

HYPERMOTARD BLACK R140 000



Engine: 821.1cc
Power: 110hp
Torque: 89Nm
Weight: 175kg
Seat Height: 870mm
Fuel Capacity: 16L

MONSTER 821 DARK R139 000



Engine: 821cc
Power: 112hp
Torque: 89.4Nm
Weight: 179kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 821 RED R140 000



Engine: 821cc
Power: 112hp
Torque: 89.4Nm
Weight: 179kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 821 WHITE R141 000



Engine: 821cc
Power: 112hp
Torque: 89.4Nm
Weight: 179kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 821 RED STRIPE R149 000



Engine: 821cc
Power: 112hp
Torque: 89.4Nm
Weight: 179kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

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MONSTER 1200 R169 000



Engine: 1198.4cc
Power: 135hp
Torque: 118Nm
Weight: 182kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MTS 1200 S TOURING WHITE R251 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

PANIGALE R R389 000



Engine: 1,198cc
Power: 205hp
Torque: 136.2Nm
Weight: 162kg
Seat Height: 830mm
Fuel Capacity: 17L

MONSTER 1200S RED R198 000



Engine: 1198.4cc
Power: 145hp
Torque: 125Nm
Weight: 182kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

DIABLO DARK R219 000



Engine: 1198.4cc
Power: 162hp
Torque: 131Nm
Weight: 210kg
Seat Height: 770mm
Fuel Capacity: 17L

MONSTER 1200S WHITE R199 000



Engine: 1198.4cc
Power: 145hp
Torque: 125Nm
Weight: 182kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

DIABLO CARBON RED R258 000



Engine: 1198.4cc
Power: 162hp
Torque: 131Nm
Weight: 210kg
Seat Height: 770mm
Fuel Capacity: 17L

MONSTER 1200S RED STRIPE R210 000



Engine: 1198.4cc
Power: 145hp
Torque: 125Nm
Weight: 182kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

DIABLO CARBON WHITE R259 000



Engine: 1198.4cc
Power: 162hp
Torque: 131Nm
Weight: 210kg
Seat Height: 770mm
Fuel Capacity: 17L

MTS 1200 R189 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

DIABLO TITANIUM R349 000



Engine: 1198.4cc
Power: 162hp
Torque: 131Nm
Weight: 210kg
Seat Height: 770mm
Fuel Capacity: 17L

MTS 1200 TOURING R214 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

899 PANIGALE RED R179 000



Engine: 898cc
Power: 148hp
Torque: 99Nm
Weight: 169kg
Seat Height: 830mm
Fuel Capacity: 17L

MTS 1200 S RED R225 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

899 PANIGALE WHITE R179 500



Engine: 898cc
Power: 148hp
Torque: 99Nm
Weight: 169kg
Seat Height: 830mm
Fuel Capacity: 17L

MTS 1200 S WHITE R227 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

1299 PANIGALE R229 000



Engine: 1,285cc
Power: 205hp
Torque: 144.6Nm
Weight: 166.5kg
Seat Height: 830mm
Fuel Capacity: 17L

MTS 1200 S TOURING RED R249 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

1299 PANIGALE S R269 000



Engine: 1,285cc
Power: 205hp
Torque: 144.6Nm
Weight: 166.5kg
Seat Height: 830mm
Fuel Capacity: 17L

DRP
DUCATI RIDE PLAN

SCRAMBLER
DUCATI

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SCRAMBLER DUCATI ICON RED R117 000



Engine: 803cc
Power: 75hp
Torque: 68Nm
Weight: 176kg
Seat Height: 790mm
Fuel Capacity: 13.5L

SCRAMBLER DUCATI ICON YELLOW R118 500



Engine: 803cc
Power: 75hp
Torque: 68Nm
Weight: 176kg
Seat Height: 790mm
Fuel Capacity: 13.5L

SCRAMBLER DUCATI CLASSIC R137 000



Engine: 803cc
Power: 75hp
Torque: 68Nm
Weight: 176kg
Seat Height: 790mm
Fuel Capacity: 13.5L

SCRAMBLER DUCATI URBAN ENDURO R137 000



Engine: 803cc
Power: 75hp
Torque: 68Nm
Weight: 176kg
Seat Height: 790mm
Fuel Capacity: 13.5L

SCRAMBLER DUCATI FULL THROTTLE R137 000



Engine: 803cc
Power: 75hp
Torque: 68Nm
Weight: 176kg
Seat Height: 790mm
Fuel Capacity: 13.5L



www.harley-davidson.com

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SUPER LOW R99 995


Engine: 883cc
 Power: n/a
 Torque: 70Nm
 Weight: 245kg
 Seat Height: 695mm
 Fuel Capacity: 17L

SWITCHBACK R209 995


Engine: 1,690cc
 Power: n/a
 Torque: 126Nm
 Weight: 319kg
 Seat Height: 695mm
 Fuel Capacity: 17.8L

STREET GLIDE SPECIAL R299 995


Engine: 1,690cc
 Power: n/a
 Torque: 138Nm
 Weight: 356kg
 Seat Height: 695mm
 Fuel Capacity: 22.7L

SPORTSTER 833 IRON R106 000


Engine: 883cc
 Power: n/a
 Torque: 70Nm
 Weight: 245kg
 Seat Height: 735mm
 Fuel Capacity: 12.5L

SLIM R224 995


Engine: 1,690cc
 Power: n/a
 Torque: 132Nm
 Weight: 305kg
 Seat Height: 650mm
 Fuel Capacity: 18.9L

ROAD GLIDE SPECIAL R309 995


Engine: 1,690cc
 Power: n/a
 Torque: 138Nm
 Weight: 369kg
 Seat Height: 696mm
 Fuel Capacity: 22.7L

SPORTSTER CUSTOM R132 995


Engine: 1,202cc
 Power: n/a
 Torque: 96Nm
 Weight: 255kg
 Seat Height: 710mm
 Fuel Capacity: 17L

FAT BOY SPECIAL R249 995


Engine: 1,690cc
 Power: n/a
 Torque: 132Nm
 Weight: 318kg
 Seat Height: 670mm
 Fuel Capacity: 18.9L

CVO DELUXE R334 995


Engine: 1,801cc
 Power: n/a
 Torque: 156Nm
 Weight: 380kg
 Seat Height: 690mm
 Fuel Capacity: 22.7L

SEVENTY TWO R133 000


Engine: 1,202cc
 Power: n/a
 Torque: 96Nm
 Weight: 255kg
 Seat Height: 710mm
 Fuel Capacity: 7.9L

HERITAGE R254 995


Engine: 1,690cc
 Power: n/a
 Torque: 130Nm
 Weight: 327kg
 Seat Height: 690mm
 Fuel Capacity: 18.9L

CVO STREET GLIDE R384 995


Engine: 1,801cc
 Power: n/a
 Torque: 156Nm
 Weight: 380kg
 Seat Height: 690mm
 Fuel Capacity: 22.7L

FORTY EIGHT R131 995


Engine: 1,202cc
 Power: n/a
 Torque: 96Nm
 Weight: 255kg
 Seat Height: 710mm
 Fuel Capacity: 7.9L

DELUXE R249 995


Engine: 1,690cc
 Power: n/a
 Torque: 132Nm
 Weight: 318kg
 Seat Height: 670mm
 Fuel Capacity: 18.9L

CVO LIMITED R429 995


Engine: 1,801cc
 Power: n/a
 Torque: 156Nm
 Weight: 416kg
 Seat Height: 740mm
 Fuel Capacity: 22.7L

STREET BOB R169 495


Engine: 1,690cc
 Power: n/a
 Torque: 130Nm
 Weight: 291kg
 Seat Height: 680mm
 Fuel Capacity: 17.8L

BREAKOUT R249 995


Engine: 1,690cc
 Power: n/a
 Torque: 130Nm
 Weight: 309kg
 Seat Height: 660mm
 Fuel Capacity: 18.9L

CVO ROAD GLIDE ULTRA R434 995


Engine: 1,801cc
 Power: n/a
 Torque: 156Nm
 Weight: 422kg
 Seat Height: 755mm
 Fuel Capacity: 22.7L

LOW RIDER R185 000


Engine: 1,690cc
 Power: n/a
 Torque: 126Nm
 Weight: 292kg
 Seat Height: 680mm
 Fuel Capacity: 17.8L

MUSCLE R222 000


Engine: 1,247cc
 Power: n/a
 Torque: 115Nm
 Weight: 292kg
 Seat Height: 705mm
 Fuel Capacity: 18.9L

WIDE GLIDE R194 995


Engine: 1,690cc
 Power: n/a
 Torque: 132Nm
 Weight: 295kg
 Seat Height: 680mm
 Fuel Capacity: 17.8L

NIGHT ROD SPECIAL R204 995


Engine: 1,247cc
 Power: n/a
 Torque: 111Nm
 Weight: 289kg
 Seat Height: 675mm
 Fuel Capacity: 18.9L

FAT BOB R199 995


Engine: 1,690cc
 Power: n/a
 Torque: 132Nm
 Weight: 306kg
 Seat Height: 690mm
 Fuel Capacity: 18.9L

ROAD KING CLASSIC R277 000


Engine: 1,690cc
 Power: n/a
 Torque: 138Nm
 Weight: 353kg
 Seat Height: 715mm
 Fuel Capacity: 22.7L

ELITE R18 490


Engine: 153cc
 Power: 8.4hp
 Torque: 8.7Nm
 Weight: 102kg
 Seat Height: 755mm
 Fuel Capacity: 5.5L

MSX125 R35 490


Engine: 124.9cc
 Power: 8.8hp
 Torque: 10.9Nm
 Weight: 101kg
 Seat Height: 765mm
 Fuel Capacity: 5.8L



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CBR125R R43 990



Engine: 124.7cc
Power: 13hp
Torque: 10.1Nm
Weight: 137kg
Seat Height: 795mm
Fuel Capacity: 13L

XR125L R20 990



Engine: 124cc
Power: 11hp
Torque: 10.6Nm
Weight: 120kg
Seat Height: 825mm
Fuel Capacity: 12L

PCX150 R38 490



Engine: 153cc
Power: 13.6hp
Torque: 14Nm
Weight: 129kg
Seat Height: 760mm
Fuel Capacity: 5.9L

XR150L R23 490



Engine: 149cc
Power: n/a
Torque: n/a
Weight: 129kg
Seat Height: 825mm
Fuel Capacity: 12L

CRF250L R56 490



Engine: 250cc
Power: 22hp
Torque: 22Nm
Weight: 144kg
Seat Height: 875mm
Fuel Capacity: 7.7L

INTEGRA R99 990



Engine: 745cc
Power: 55hp
Torque: 68Nm
Weight: 238kg
Seat Height: 790mm
Fuel Capacity: 14.1L
Integra Traveller: R111 990

CBR500R R78 990



Engine: 471cc
Power: 46.2hp
Torque: 43Nm
Weight: 137kg
Seat Height: 790mm
Fuel Capacity: 15.7L

CBR600RR R139 990



Engine: 599cc
Power: 118hp
Torque: 66Nm
Weight: 186kg
Seat Height: 823mm
Fuel Capacity: 18.1L

NC750X R89 990



Engine: 745cc
Power: 55hp
Torque: 68Nm
Weight: 219kg
Seat Height: 830mm
Fuel Capacity: 14.1L
NC750DCT: R99 990

CBR1000RR R174 990



Engine: 999.8cc
Power: 175hp
Torque: 112Nm
Weight: 200kg
Seat Height: 820mm
Fuel Capacity: 17.7L
CBR1000SP: R205 990

CB1100A R135 990



Engine: 1,140cc
Power: 89.7hp
Torque: 93Nm
Weight: 248kg
Seat Height: 795mm
Fuel Capacity: 14.6L

VFR1200X R173 490



Engine: 1,237cc
Power: 127hp
Torque: 126Nm
Weight: 275kg
Seat Height: 850mm
Fuel Capacity: 21.5L
VFR1200XD: R184 490

VFR1200X ADVENTURE R194 990



Engine: 1,237cc
Power: 127hp
Torque: 126Nm
Weight: 275kg
Seat Height: 850mm
Fuel Capacity: 21.5L
VFR1200XD Adventure: R206 990

VFR1200F R196 990



Engine: 1,237cc
Power: 170hp
Torque: 129Nm
Weight: 267kg
Seat Height: 815mm
Fuel Capacity: 18.5L
VFR1200FD: R202 990



X5 R39 900



Engine: 249cc
Power: 28hp
Torque: 26Nm
Weight: 155kg
Seat Height: 780mm
Fuel Capacity: 11L

X5R R45 900



Engine: 249cc
Power: 28hp
Torque: 26Nm
Weight: 155kg
Seat Height: 780mm
Fuel Capacity: 11L



www.indianmotorcycle.co.za

CHIEF® CLASSIC FROM R299 900



Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 370kg
Seat Height: n/a
Fuel Capacity: 20.8L

CHIEF® VINTAGE FROM R335 000



Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 379kg
Seat Height: n/a
Fuel Capacity: 20.8L

CHIEFTAIN™ R359 900



Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 385kg
Seat Height: n/a
Fuel Capacity: 20.8L

SCOUT™ FROM R159 900



Engine: 1,133cc
Power: 100hp
Torque: 98Nm
Weight: 253kg
Seat Height: 673mm
Fuel Capacity: 12.5L

ROADMANSTER™ FROM R425 000



Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 421kg
Seat Height: n/a
Fuel Capacity: 20.8L



www.kawasakisa.co.za

NINJA 250SE R52 995



Engine: 249cc
Power: 32hp
Torque: 22Nm
Weight: 154kg
Seat Height: 775mm
Fuel Capacity: 17L

NINJA 300R 30TH R64 995



Engine: 296cc
Power: 39hp
Torque: 27Nm
Weight: 172kg
Seat Height: 785mm
Fuel Capacity: 17L

ER650n R85 995



Engine: 649cc
Power: 71hp
Torque: 64Nm
Weight: 204kg
Seat Height: 805mm
Fuel Capacity: 16L

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ER650f **R89 995**



Engine: 649cc
 Power: 71hp
 Torque: 64Nm
 Weight: 204kg (w)
 Seat Height: 805mm
 Fuel Capacity: 16L

Z300 **R59 995**



Engine: 998cc
 Power: 39hp
 Torque: 27Nm
 Weight: 168kg
 Seat Height: 785mm
 Fuel Capacity: 17L

Z800 **R105 995**



Engine: 806cc
 Power: n/a
 Torque: n/a
 Weight: 231kg
 Seat Height: 834mm
 Fuel Capacity: 17L

Z1000 **R139 995**



Engine: 1,043cc
 Power: 140hp
 Torque: 110Nm
 Weight: 220kg (w)
 Seat Height: 815mm
 Fuel Capacity: 17L
 Z1000 ABS version: R144 995

Z1000SX **R149 995**



Engine: 1,043cc
 Power: 136hp
 Torque: 110Nm
 Weight: 228kg (w)
 Seat Height: 820mm
 Fuel Capacity: 19L

VERSYS 650 **R89 995**



Engine: 649cc
 Power: 69hp
 Torque: 64Nm
 Weight: 214kg
 Seat Height: 840mm
 Fuel Capacity: 21L

VERSYS **R145 995**



Engine: 1,043cc
 Power: 136hp
 Torque: n/a
 Weight: n/a
 Seat Height: 840mm
 Fuel Capacity: 21L

ZX6-R **R120 995**



Engine: 599cc
 Power: 126hp
 Torque: 66.7Nm
 Weight: 191kg (w)
 Seat Height: 815mm
 Fuel Capacity: 17L

ZX-6 636 **R121 995**



Engine: 636cc
 Power: 128hp
 Torque: 71Nm
 Weight: 192kg (w)
 Seat Height: 830mm
 Fuel Capacity: 17L

ZX-6 636 30TH **R124 995**



Engine: 636cc
 Power: 128hp
 Torque: 71Nm
 Weight: 192kg (w)
 Seat Height: 830mm
 Fuel Capacity: 17L
 ABS version: R129,995

ZX10-R STD **R156 995**



Engine: 998cc
 Power: 197hp
 Torque: 112Nm
 Weight: 198kg (w)
 Seat Height: 813mm
 Fuel Capacity: 17L

ZX10-R 30TH **R175 995**



Engine: 998cc
 Power: 197hp
 Torque: 112Nm
 Weight: 198kg (w)
 Seat Height: 813mm
 Fuel Capacity: 17L
 ABS 30th year Version: R179 995

H2 **R310 000**



Engine: 998cc
 Power: 207hp
 Torque: 140Nm
 Weight: 238kg (w)
 Seat Height: 825mm
 Fuel Capacity: 17L

H2R **R630 000**



Engine: 998cc
 Power: 321hp
 Torque: 165Nm
 Weight: 216kg (w)
 Seat Height: 830mm
 Fuel Capacity: 17L

ZX-14R NINJA **R160 995**



Engine: 1,441cc
 Power: 197hp
 Torque: 162Nm
 Weight: 265kg (w)
 Seat Height: 800mm
 Fuel Capacity: 22L
 ZX-14 R ABS: R189 995

ZZR1400 OHLINS SE **R195 995**



Engine: 1,441cc
 Power: 197hp
 Torque: 162Nm
 Weight: 265kg (w)
 Seat Height: 800mm
 Fuel Capacity: 22L

GTR1400 **R189 995**



Engine: 1,352cc
 Power: 155hp
 Torque: 136Nm
 Weight: 300kg
 Seat Height: 815mm
 Fuel Capacity: 22L

EN650 VULCAN **R85 995**



Engine: 649cc
 Power: n/a
 Torque: n/a
 Weight: 226kg
 Seat Height: 706mm
 Fuel Capacity: 14L

VN900 CLASSIC **R99 995**



Engine: 903cc
 Power: n/a
 Torque: 78Nm
 Weight: 281kg
 Seat Height: 680mm
 Fuel Capacity: 20L

VN900 CUSTOM **R104 995**



Engine: 651cc
 Power: 59hp
 Torque: 50Nm
 Weight: 276kg
 Seat Height: 685mm
 Fuel Capacity: 22.1L


www.ktm.com

125 DUKE **R44 999**



Engine: 124.7cc
 Power: 15hp
 Torque: 12Nm
 Weight: 125kg
 Seat Height: 800mm
 Fuel Capacity: 11L

200 DUKE **R46 999**



Engine: 199.5cc
 Power: 26hp
 Torque: 20Nm
 Weight: 126kg
 Seat Height: 800mm
 Fuel Capacity: 11L
 Non-ABS version also available

390 DUKE **R58 999**



Engine: 375cc
 Power: 43hp
 Torque: 35Nm
 Weight: 147kg
 Seat Height: 800mm
 Fuel Capacity: 11L

690 DUKE **R99 999**



Engine: 690cc
 Power: 70hp
 Torque: 70Nm
 Weight: 149.5kg
 Seat Height: 835mm
 Fuel Capacity: 14L

690 DUKE R **R119 999**



Engine: 690cc
 Power: 70hp
 Torque: 70Nm
 Weight: 149.5kg
 Seat Height: 865mm
 Fuel Capacity: 14L

1290 SUPER DUKE R **R189 999**



Engine: 1,301cc
 Power: 180hp
 Torque: 144Nm
 Weight: 189kg
 Seat Height: 835mm
 Fuel Capacity: 18L

Prices may change without any notice, please contact your nearest dealer.

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690 SMC R R113 999


Engine: 690cc
Power: 66hp
Torque: 68Nm
Weight: 139kg
Seat Height: 890mm
Fuel Capacity: 12L

690 ENDURO R R113 999


Engine: 653.7cc
Power: 63hp
Torque: 65Nm
Weight: 138.5kg
Seat Height: 910mm
Fuel Capacity: 12L

1050 ADVENTURE R139 999


Engine: 1,050cc
Power: 95hp
Torque: 107Nm
Weight: 212kg(d)
Seat Height: 850mm
Fuel Capacity: 23L

1190 ADVENTURE R185 999


Engine: 1,195cc
Power: 148hp
Torque: 125Nm
Weight: 235kg(w)
Seat Height: 860/875mm
Fuel Capacity: 23L

1190 ADVENTURE R R187 999


Engine: 1,195cc
Power: 148hp
Torque: 125Nm
Weight: 235kg(w)
Seat Height: 890mm
Fuel Capacity: 23L

1290 SUPER ADVENTURE R219 999


Engine: 1,301cc
Power: 160hp
Torque: n/a
Weight: 229kg
Seat Height: 860/875mm
Fuel Capacity: 30L

RC 125 R48 999


Engine: 124.7cc
Power: 15hp
Torque: n/a
Weight: 135kg
Seat Height: 820mm
Fuel Capacity: 10L

RC 390 R62 999


Engine: 373.2cc
Power: 43hp
Torque: n/a
Weight: 147kg
Seat Height: 820mm
Fuel Capacity: 10L

1190 RC8 R R189 999


Engine: 1,195cc
Power: 175hp
Torque: 127Nm
Weight: 182kg
Seat Height: 805mm
Fuel Capacity: 16.5L



www.motoguzzi.co.za

Free 3 year service plan on all 2015 models sold

V7 II STONE R109 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg (w)
Seat Height: 805mm
Fuel Capacity: 22L

V7 II SPECIAL R119 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg (w)
Seat Height: 805mm
Fuel Capacity: 22L

V7 II SCRAMBLER R119 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg (w)
Seat Height: 805mm
Fuel Capacity: 22L

V7 II CAFÉ RACER R139 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg (w)
Seat Height: 805mm
Fuel Capacity: 22L

V7 II DARK EDITION R129 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg (w)
Seat Height: 805mm
Fuel Capacity: 22L

CUSTOM ABS TCS R199 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg (d)
Seat Height: 740mm
Fuel Capacity: 20.5L

AUDACE ABS TCS R209 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg (d)
Seat Height: 740mm
Fuel Capacity: 20.5L

ELDORADO ABS TCS R229 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg (d)
Seat Height: 740mm
Fuel Capacity: 20.5L

TOURING ABS TCS R229 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg (d)
Seat Height: 740mm
Fuel Capacity: 20.5L

TOURING SE R239 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg (d)
Seat Height: 740mm
Fuel Capacity: 20.5L

GRISO 8V SE R169 900


Engine: 1,151cc
Power: 110hp
Torque: 110Nm
Weight: 222kg (d)
Seat Height: 800mm
Fuel Capacity: 16.7L



www.mvagusta.co.za

Free 3 year service plan on all 2015 models sold

F3 675 EAS ABS R139 900


Engine: 675cc
Power: 128hp
Torque: 71Nm
Weight: 173kg (d)
Seat Height: 805mm
Fuel Capacity: 16.5L

F3 800 EAS ABS R169 900


Engine: 798cc
Power: 148hp
Torque: 88Nm
Weight: 173kg (d)
Seat Height: 805mm
Fuel Capacity: 16.5L

F4 ABS R189 900


Engine: 998cc
Power: 195hp
Torque: 110.8Nm
Weight: 191kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

F4 R ABS R209 900


Engine: 998cc
Power: 195hp
Torque: 110.8Nm
Weight: 191kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

F4 RR ABS R259 900


Engine: 998cc
Power: 201hp
Torque: 111Nm
Weight: 191kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

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B3 800 EAS II ABS R129 900



Engine: 798cc
Power: 125hp
Torque: 81Nm
Weight: 167kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

B3 800 RR EAS II ABS R179 900



Engine: 798cc
Power: 140hp
Torque: 86Nm
Weight: 167kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

BRUTALE 1090 R139 900



Engine: 1,078cc
Power: 144hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

BRUTALE 1090 R R149 900



Engine: 1,078cc
Power: 144hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

BRUTALE 1090 RR R179 900



Engine: 1,078cc
Power: 158hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

BRUTALE CORSA R199 900



Engine: 1,078cc
Power: 156hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

DRAGSTER R159 900



Engine: 798cc
Power: 125hp
Torque: 81Nm
Weight: 167kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

DRAGSTER RR R189 900



Engine: 798cc
Power: 140hp
Torque: 86Nm
Weight: 168kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

RIVALE 800 R139 900



Engine: 798cc
Power: 125hp
Torque: 84Nm
Weight: 178kg (d)
Seat Height: 881mm
Fuel Capacity: 12.9L

STRADALE R159 900



Engine: 798cc
Power: 115hp
Torque: 79Nm
Weight: 181kg (d)
Seat Height: 870mm
Fuel Capacity: 16L

TURISMO VELOCE R189 900



Engine: 798cc
Power: 110hp
Torque: 80Nm
Weight: 191kg (d)
Seat Height: 850mm
Fuel Capacity: 20L

ROYAL ENFIELD

www.royalenfield.co.za

CLASSIC 500 R47 990



Engine: 499cc
Power: 28bhp
Torque: 41.3Nm
Weight: 187kg
Seat Height: 790mm
Fuel Capacity: 14.5L

CLASSIC MILITARY R48 990



Engine: 499cc
Power: 28bhp
Torque: 41.3Nm
Weight: 187kg
Seat Height: 790mm
Fuel Capacity: 14.5L

CLASSIC CHROME R48 990



Engine: 499cc
Power: 28bhp
Torque: 41.3Nm
Weight: 187kg
Seat Height: 790mm
Fuel Capacity: 14.5L

GT CAFE RACER R69 990



Engine: 535cc
Power: 29.1bhp
Torque: 44Nm
Weight: 184kg
Seat Height: 800mm
Fuel Capacity: 13.5L


www.suzukisa.co.za

URT10 R13 500



Engine: 113cc
Power: n/a
Torque: n/a
Weight: 98kg
Seat Height: n/a
Fuel Capacity: 5.2L

UH200A R54 700



Engine: 200cc
Power: n/a
Torque: n/a
Weight: 163kg
Seat Height: 735mm
Fuel Capacity: 10.5L

AN650A R117 665



Engine: 638cc
Power: n/a
Torque: n/a
Weight: 277kg (w)
Seat Height: 755mm
Fuel Capacity: 15L

RV125 VAN VAN R36 310



Engine: 125cc
Power: n/a
Torque: n/a
Weight: 128kg
Seat Height: 770mm
Fuel Capacity: 6.5L

GS150R R18 900



Engine: 149.5cc
Power: 13.8hp
Torque: 13.4Nm
Weight: 149kg
Seat Height: 790mm
Fuel Capacity: 15.5L

GW250 INAZUMA R44 900



Engine: 248cc
Power: n/a
Torque: n/a
Weight: 183kg (w)
Seat Height: 790mm
Fuel Capacity: 13.3L

DL650XAL5 R96 900



Engine: 645cc
Power: n/a
Torque: n/a
Weight: 214kg (w)
Seat Height: 835mm
Fuel Capacity: 20L

DL1000A R142 800



Engine: 1,033cc
Power: 101hp
Torque: 103Nm
Weight: 228kg
Seat Height: 850mm
Fuel Capacity: 20L

GSR750 R97 919



Engine: 749cc
Power: n/a
Torque: n/a
Weight: 215kg
Seat Height: 815mm
Fuel Capacity: 17.5L

GSX1250FA GT R128 500



Engine: 1,255cc
Power: n/a
Torque: n/a
Weight: 259kg (w)
Seat Height: 805mm
Fuel Capacity: 19L

Prices may change without any notice, please contact your nearest dealer.

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GSX-R750 R141 400



Engine: 750cc
Power: n/a
Torque: n/a
Weight: 190kg
Seat Height: 810mm
Fuel Capacity: 17L

GSX-R1000 R165 950



Engine: 999cc
Power: n/a
Torque: n/a
Weight: 203kg (w)
Seat Height: 810mm
Fuel Capacity: 17.5L

GSX1300RA15 R176 250



Engine: 1,340cc
Power: n/a
Torque: n/a
Weight: 260kg (w)
Seat Height: 805mm
Fuel Capacity: 21L

VL1500BT R143 950



Engine: 1,462cc
Power: n/a
Torque: n/a
Weight: 363kg
Seat Height: 720mm
Fuel Capacity: 18L

VZR1800L5 R169 900



Engine: 1,783cc
Power: n/a
Torque: n/a
Weight: 347kg (w)
Seat Height: 705mm
Fuel Capacity: 19.5L

TRIUMPH

www.triumphmotorcycles.co.za

DAYTONA 675 R R149 500



Engine: 675cc
Power: 126hp
Torque: 74Nm
Weight: 184kg
Seat Height: 830mm
Fuel Capacity: 17.4L

STREET TRIPLE R R110 500



Engine: 675cc
Power: 105hp
Torque: 68Nm
Weight: 182kg
Seat Height: 820mm
Fuel Capacity: 17.4L
Street Triple Rx: R126 500

SPEED TRIPLE R R149 500



Engine: 1,050cc
Power: 133hp
Torque: 111Nm
Weight: 212kg
Seat Height: 825mm
Fuel Capacity: 17.5L

TROPHY SE R179 500



Engine: 1,215cc
Power: 132hp
Torque: 120Nm
Weight: 301kg
Seat Height: 800mm
Fuel Capacity: 26L

BONNEVILLE T100 R107 500



Engine: 865cc
Power: 67hp
Torque: 68Nm
Weight: 230kg
Seat Height: 775mm
Fuel Capacity: 16L
Bonneville T214: R112 500

SCRAMBLER R107 500



Engine: 865cc
Power: 58hp
Torque: 68Nm
Weight: 230kg
Seat Height: 825mm
Fuel Capacity: 16L

THRUXTON R107 500



Engine: 865cc
Power: 68hp
Torque: 69Nm
Weight: 230kg
Seat Height: 820mm
Fuel Capacity: 16L
Thruxton Ace Cafe: R112 500

AMERICA LT R105 500



Engine: 865cc
Power: 60hp
Torque: 72Nm
Weight: 270kg
Seat Height: 690mm
Fuel Capacity: 19.3L

SPEEDMASTER R99 500



Engine: 865cc
Power: 60hp
Torque: 72Nm
Weight: 250kg
Seat Height: 690mm
Fuel Capacity: 19.3L

THUNDERBIRD COMMANDER R195 500



Engine: 1699cc
Power: 92hp
Torque: 151Nm
Weight: 317kg
Seat Height: 700mm
Fuel Capacity: 22L

THUNDERBIRD LT R212 500



Engine: 1699cc
Power: 92hp
Torque: 151Nm
Weight: 349kg
Seat Height: 700mm
Fuel Capacity: 22L

ROCKET III ROADSTER R199 500



Engine: 2,294cc
Power: 146hp
Torque: 221Nm
Weight: 367kg
Seat Height: 750mm
Fuel Capacity: 24 L

TIGER 800 XRr R127 500



Engine: 800cc
Power: 94hp
Torque: 79Nm
Weight: 210kg
Seat Height: 810mm
Fuel Capacity: 19L

TIGER 800 XCx R139 500



Engine: 800cc
Power: 94hp
Torque: 79Nm
Weight: 215kg
Seat Height: 845mm
Fuel Capacity: 19L

TIGER 1200 EXPLORER R164 500



Engine: 1,215cc
Power: 135hp
Torque: 121Nm
Weight: 259kg
Seat Height: 837mm
Fuel Capacity: 20L

TIGER 1050 SPORT 2015 R139 500



Engine: 1,050cc
Power: 123hp
Torque: 104Nm
Weight: 235kg
Seat Height: 830mm
Fuel Capacity: 20L
2014 model: R129 500



www.victorymotorcycles.co.za

MAGNUM FROM R319 900



Engine: 1,731cc
Power: 96hp
Torque: 143Nm
Weight: 345kg
Seat Height: 654mm
Fuel Capacity: 22L

CROSS COUNTRY TOUR R319 900



Engine: 1,731cc
Power: 96hp
Torque: 143Nm
Weight: 384kg (dry)
Seat Height: 667mm
Fuel Capacity: 22L

VISION TOUR R349 900



Engine: 1,731cc
Power: 96hp
Torque: 147Nm
Weight: 394kg (dry)
Seat Height: 673mm
Fuel Capacity: 22.7L

CROSS COUNTRY R289 900



Engine: 1,731cc
Power: 96hp
Torque: 143Nm
Weight: 347kg (dry)
Seat Height: 667mm
Fuel Capacity: 22L

Prices may change without any notice, please contact your nearest dealer.

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JUDGE R199 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 300kg
Seat Height: 658mm
Fuel Capacity: 17L

HIGH BALL R209 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 300kg (dry)
Seat Height: 635mm
Fuel Capacity: 17L

HAMMER 8 BALL R199 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 305kg (dry)
Seat Height: 660mm
Fuel Capacity: 17L

VEGAS 8 BALL R179 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 290kg (dry)
Seat Height: 640mm
Fuel Capacity: 17L

BOARDWALK R235 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 307kg (dry)
Seat Height: 658mm
Fuel Capacity: 17.8L

HAMMER S R229 000



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 305kg (dry)
Seat Height: 673mm
Fuel Capacity: 17L

GUNNER R209 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 300kg (dry)
Seat Height: 635mm
Fuel Capacity: 17L



www.yamaha.co.za

YW125 R34 950



Engine: 125cc
Power: n/a
Torque: n/a
Weight: 121kg
Seat Height: 780mm
Fuel Capacity: 6L

MW 125 TRICITY R47 950



Engine: 124.8cc
Power: 11hp
Torque: 10.4Nm
Weight: 152kg
Seat Height: 780mm
Fuel Capacity: 6.6L

TMAX 500 R94 950



Engine: 530cc
Power: 45.8hp
Torque: 52.3Nm
Weight: 208kg
Seat Height: 800mm
Fuel Capacity: 15L

FZ6-R (XJ6) R84 950



Engine: 600cc
Power: n/a
Torque: n/a
Weight: 217kg
Seat Height: 785mm
Fuel Capacity: 17L

XT 660R R79 950



Engine: 660cc
Power: n/a
Torque: n/a
Weight: 181kg
Seat Height: 865mm
Fuel Capacity: 15L

XT 660Z R99 950



Engine: 660cc
Power: n/a
Torque: n/a
Weight: 206kg
Seat Height: 895mm
Fuel Capacity: 23L

XT 1200Z FROM R154 950



Engine: 1,199cc
Power: 110bhp
Torque: 114Nm
Weight: 261kg
Seat Height: 845mm
Fuel Capacity: 23L

MT-07 R94 950



Engine: 689cc
Power: 73hp
Torque: 68Nm
Weight: 179kg
Seat Height: 805mm
Fuel Capacity: 14L

MT-09 R117 950



Engine: 847cc
Power: 115hp
Torque: 87.5Nm
Weight: 188kg
Seat Height: 815mm
Fuel Capacity: 14L

MT-09 TRACER R124 950



Engine: 847cc
Power: 115hp
Torque: 87.5Nm
Weight: 210kg
Seat Height: 845/860mm
Fuel Capacity: 18L

YZF-R6 R119 950



Engine: 599cc
Power: 130hp
Torque: n/a
Weight: 189kg
Seat Height: 850mm
Fuel Capacity: 17L

YZF-R1 TBA



Engine: 998cc
Power: 200hp
Torque: 112.4Nm
Weight: 199kg
Seat Height: 855mm
Fuel Capacity: 17L

FJR 1300 R179 950



Engine: 1,298cc
Power: 145hp
Torque: 125Nm
Weight: 264kg
Seat Height: 805mm
Fuel Capacity: 25L

XVS 1300 STRYKER R129 950



Engine: 1,311cc
Power: n/a
Torque: n/a
Weight: 293kg
Seat Height: 670mm
Fuel Capacity: 15.1L

BOLT R114 950



Engine: 942cc
Power: n/a
Torque: 80Nm
Weight: 247kg
Seat Height: 690mm
Fuel Capacity: 12L
Bolt R version: R119 950



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S R139 900



Engine: n/a
Power: 54hp
Torque: 92Nm
Weight: 171kg
Seat Height: 807mm
Fuel Capacity: n/a

DS R139 900



Engine: n/a
Power: 54hp
Torque: 92Nm
Weight: 173kg
Seat Height: 843mm
Fuel Capacity: n/a

SR R159 900



Engine: n/a
Power: 67hp
Torque: 144Nm
Weight: 188kg
Seat Height: 807mm
Fuel Capacity: n/a

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Golf VII 2.0TSI GTI DSG	R432,000	7.79%	10.00%	72	R5,105	R159,840	R527,424
*Golf VII 2.0TSI GTI DSG PP	R452,000	7.88%	10.00%	72	R5,360	R167,240	R553,196

* Performance Pack



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